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The China Mail

大英八月一號 禮拜四日
中華民國己巳年六月廿六日

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TO-DAYS DOLLAR — The closing rate of the dollar on demand, to-day was 1/11 3/16

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No. 27,246 HONG KONG, THURSDAY, AUGUST 1, 1929. PRICE \$3.00 Per Month.

SOVIET RESERVISTS TO MOBILISE

THOSE IN FAR EAST

RED ARMY'S SUDDEN ORDER FOR REJOINING

ALL OFFICERS MUST GO TOO

Riga, Yesterday.
The Commander of the Soviet forces in Siberia has ordered all Russian reservists born since 1902 and living in the Far East to re-join the Soviet army at Vladivostok.

The order applies similarly to all officers on the reserve of the Soviet Army, irrespective of age.

Later.
The earlier cable about the mobilisation of the Red Army's reservists in the Far East has been confirmed.—Reuter.

Moscow, Yesterday.
Khabarovsk is mentioned as the place where the reservists are to assemble to rejoin the Army.—Reuter.

Japanese Blamed
Peking, Yesterday.
Reports from Harbin attribute whatever tension there is locally in connection with the Sino-Russian dispute to a Japanese desire to arouse false alarm. It is said that Japanese are beginning to engage in business and other trading activities which Russians recently gave up or suspended temporarily.

In spite of great efforts by peaceful Chinese to minimize the Chinese Eastern Railway issue, the military authorities of Manchuria continue to take steps to "be prepared".—Nan Chung Kuo News Service.

Reds v Whites?
Tokyo, Yesterday.
The (Japanese-owned) South Manchuria Railway office has received a report that over a hundred were killed and wounded in a clash between "Red" and "White" Russians at Iman, to the north of Vladivostok on July 28. The news has not been confirmed from any other source.—Reuter.

Plane Brought Down
Peking, Yesterday.
Chinese reports from Suifuho state that a Russian aeroplane flying over the city was forced down by engine trouble in Chinese territory. Five Russian and one Chinese occupants were arrested and imprisoned by the Chinese military authorities.

From Taiheho comes a report that the Russians seized the Chinese steamer "Shenyang" on July 28 and took her to Blagoveshensk.—Reuter.

Conference Soon?
Nanking, Yesterday.
The first Sino-Russian preliminary conference met in the afternoon of July 30 at Manchuli, the Soviet Consul General at Harbin. M. Melnikov, representing the Soviet, and Mr. Tsai Yun-hsiang, representing China.

It is understood that they discussed the questions of the time and place for a formal Sino-Russian conference.—Reuter.

Reds Want \$8,000,000
Mukden, To-day.
Mr. Chu Shao-yang, the Chinese delegate appointed to negotiate with Russian officials, is proceeding to Harbin from Mukden to-day to hold a preliminary meeting with M. Melnikov, the Russian Consul General at Harbin.

It is reported that both sides have agreed that a formal Sino-Russian conference be held at Manchuli. A number of the Chinese delegation are expected to arrive at Manchuli to-day or to-morrow. However, the definite date for the beginning of formal negotiations has not been announced, but will probably be after a further consultation.

It is rumoured that Russia is prepared to present a demand to China for a compensation to the amount of \$8,000,000 which was entailed as military expenses in connection with mobilising Soviet troops at the frontier since the crisis began.—Nan Chung Kuo News Service.

DIPLOMATIC POST
THE U.S. AMBASSADOR TO ITALY
BANKER'S NAME MENTIONED

Washington, Yesterday.
The Baltimore banker, Mr. John W. Garrett, it is believed, will succeed Mr. Henry Fletcher as Ambassador to Italy. Mr. Fletcher is retiring.—Reuter's American Service.

SORDID AFFAIR

YOUTH CHARGED WITH INDECENT ASSAULT

BAIL ALLOWED

Detective Sub-Inspector Rozesky, this morning before Mr. E. W. Hamilton, charged a Chinese youth, aged 16 years, with indecently assaulting a 7-year-old Chinese girl on the second floor of No. 58, Third-street, West Point, on the evening of July 17.

The Inspector asked for a week's formal remand because a certain part of the girl's clothing had been sent to the analyst, and the Police are awaiting the result of the examination.

Giving the facts of the case, the Inspector said that both the accused and the little girl lived with their respective parents on the second floor of No. 58, Third-street, which was shared by the two families.

At 7.30 p.m., on July 17, the girl's mother went to carry water and took the child with her. Accused was left alone on the floor. When the mother found that she would have to wait a long time for her turn to draw water, she sent the girl home.

An hour later when the mother returned with the water, the little girl complained of having been interfered with by the youth. The mother explained that she did not immediately inform the Police because she was a new comer here and did not know the procedure or even where the Police Station was. However, she preserved the girl's clothing exactly as when they were removed from her.

Yesterday, the girl's mother complained of what had happened to a friend, and the latter accompanied her to the Police Station, where a report was made and the girl's clothing was held by the Police.

The Magistrate remarked on the difficulty the case presented, because there was only the evidence of the girl, who was so young that he doubted if she would be able to testify properly.

Inspector Rozesky replied that when he questioned the girl at the station, she told him a perfectly connected story.

Mr. Hamilton also made reference to the delay in reporting to the Police, and the Inspector agreed that that was regrettable. He suggested that it was probable that the delay was really caused by the parties trying to effect a settlement between themselves and only went to the Police when an agreement could not be reached.

His Worship said that considering all the circumstances and the accused's youth, he would deal with the case summarily.

A formal week's remand was given, accused being allowed bail in the sum of \$250.

TO BE SCRAPPED

"ARAFURA" COMING HERE ONCE MORE

"NELLORE" TO REPLACE HER

On interviewing the agents of the Eastern & Australian Steamship Co., Messrs. Mackinnon, Mackenzie and Company, a "China Mail" representative learned that the s.s. "Arafura" (of the E. & A. S.S. Co. Ltd.) will soon be scrapped, owing, mainly, to her age.

The vessel has been for many years on the Australia-Japan run via Hong Kong and Shanghai.

The "Arafura" which was an ex-German tramp, is a ship of 6,000 tons.

She is scheduled to sail for Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne, to-morrow at 4.30 p.m.

From Australia she proceeds to Japan via Hong Kong, which will be her last call at this port, before she is scrapped in Japan, after performing a great service for her company, and giving pleasure to the many passengers who have had the opportunity of travelling on her.

The s.s. "Nellore" has been purchased by the Eastern and Australian Steamship Company to replace their s.s. "Arafura" and is scheduled to sail from Japan about October 18.

The "Nellore" has been acquired from the P. & O. Steamship Company and is of 6,853 tons gross tonnage. She has improved passenger carrying accommodation and increased cargo capacity.

Good 2nd class passenger accommodation is provided, as well as considerably improved amenities for 1st Saloon passengers. The ship is also particularly well suited for carrying Chinese travelling 3rd class.

"GRAF ZEPPELIN"

AGAIN LEAVES GERMANY FOR NEW YORK

Friedrichshafen, Yesterday.
The "Graf Zeppelin" left at 8.30 for America.—Reuter.

FIRST BY-ELECTION AT HOME

SIR W. JOWITT

TURN-COAT LABOURITE KEEPS HIS SEAT

A BIG MAJORITY

London, Yesterday.
The first by-election since the General Election has taken place in Preston where Sir W. A. Jowitt, K.C., the Attorney-General sought re-election following on his secession from the Liberal Party and joining the Labour Party and Government.

As in May the Conservative colours were carried by Dr. A. B. Howitt, and an Independent Labourer also stood, namely, Mr. S. M. Holden, who was at the bottom of the poll in May.

The by-election resulted:—
Sir W. Jowitt, Labour 35,608
Dr. A. B. Howitt, Con. 29,168
S. M. Holden, Ind. Lab. 410

Labour majority 6,440
Technically this constitutes a Labour gain as Mr. Jowitt's election in May was a Liberal gain. The result in May was:—

T. Shaw, Labour 37,705
W. Jowitt, Liberal 31,277
Dr. Howitt, Con. 25,115
C. E. G. Emmott, Con. 27,754
S. Holden, Ind. Lab. 2,111
In 1924 the polling result:—

Shaw, Labour 27,009
Kennedy, Con. 25,887
Hodge, Liberal 25,327
Barnes, Con. 24,577
Preston returns two members to the Commons.

State of Parties
The state of the parties in the House of Commons is:—
Labour 289
Conservative 261
Liberal 59
Independent 7

Representation by votes:—
Conservative 8,807,088
Labour 8,457,612
Liberal 5,256,909
Independent 147,571

COMMENT ON SECESSION

All Partners Taken By Surprise

Commenting on the defection of Sir (then Mr.) W. A. Jowitt from the Liberals, the "Daily Mail" stated:

The one topic of conversation in political circles was the decision of Mr. W. A. Jowitt, K.C., to break with the Liberals and join the Socialist Government as Attorney-General.

It came as a complete surprise to Liberals and Conservatives alike, but many of his friends were quick to congratulate Mr. Jowitt on his courage.

Inquiries among his friends showed that he must have made the decision to change the whole of his political life only after long and troubled thought. This brilliant K.C. has built up an enviable reputation at the Bar; and he was looked upon by the Liberal Party as one of its most powerful men.

He would not have thrown over his shoulder political friendships and forsaken his lucrative position at the Bar without a very good reason. This reason was a source of much speculation in political circles.

Restraining The Wild Men
His friends were unanimous about it. They credited Mr. Jowitt with the view that:

The Liberal Party is dead; that he can help to exercise a sane restraint on Socialist legislation; and, generally, help to reduce Socialism to moderate, sound Government.

Mr. Jowitt is one of those Liberals who believe that with a restraining influence from within the Socialists will be able to build up a sound, alternative Government.

He is credited with the view also that Mr. Ramsay MacDonald, having almost completely ignored the left wing, is determined to tolerate no wild-cat schemes. Two men like Lord Justice Sankey and Mr. Jowitt, utterly opposed to wild-cat schemes, will, it is urged, assist the Prime Minister enormously in his efforts to restrain the wild men.

Mr. Jowitt, say his friends, has no illusions about the task he has undertaken. He does not view it with the enthusiasm that characterises a newly appointed Minister. Mr. Jowitt thinks he has done his duty, and at considerable sacrifice.

Chances of a trial flight by the airship R100 are jeopardised by the continuance of the strike at Howden Airship Station.

THE TIENTSIN CONCESSION

HITCH IN RETROCESSION NEGOTIATION

Shanghai, To-day.
The Sino-Belgian negotiation for the retrocession of the Belgian Concession at Tientsin to China is reported to have broken off at its final stage.

It appears that the Belgian delegates' insistence on due recognition by China of all public and private-owned property in the Concession and some Municipal bonds is the sole difficulty. The Chinese delegation has refused to accept this demand and has called to the Nanking Foreign Office for instructions.—Nan Chung Kuo News Service.

BOYCOTT ECHOES

No Agitation Against British

FULL YANGTZE CARGOES

Royal Naval Intelligence from the Upper Yangtze River, as contained in a communique to-day, indicates that the more or less artificial boycott of British shipping is now at an end. At present British vessels in those waters are getting full cargoes.

From Chungking, the Treaty port furthest up the Yangtze, it is learned that the local Commander, General Lin Hsiang, has issued orders for the suppression of the anti-British Boycott Society.

COTTON INDUSTRY

INQUIRY INTO ITS CONDITION AND PROSPECTS

THE COMMITTEE

London, Yesterday.
The committee to inquire into the cotton industry will comprise Mr. Wm. Graham (President of the Board of Trade) Mr. A. V. Alexander ("First Lord") Mr. Joseph Jones (Secretary of the Yorkshire Mine Workers' Association) and Sir Alan Anderson and Sir William McIntosh.—Reuter.

OCCASIONAL RAIN

This morning's weather report from the Royal Observatory states:

The anti-cyclone remains over S. Japan; pressure is relatively low in a trough extending from Tongking across S. Formosa and N. Luzon to the Pacific.

Forecast:—S. winds, moderate; cloudy, occasional rain.

A LEGAL POINT

TOBACCO AND WINE ON CHINESE JUNK

The remanded case in which a Chinese is charged with the unlawful possession of tobacco and wine on board his junk in Capstern Pass, was resumed at the Kowloon Magistracy this morning, before Mr. T. S. Whyte-Smith.

Mr. Taylor, of the Harbour Office, stated that it was unlawful to have wines on board in British waters.

His Worship argued that the defendant was not actually stopping at Hong Kong, but Mr. Taylor pointed out that in the Hong Kong Regulations, Sub-section 3, whether defendant was going to stop at Hong Kong or not, if he had had the liquor and tobacco on board he could be prosecuted.

After lengthy argument, his Worship adjourned the case for 24 hours, thus giving Mr. Taylor time to consult the solicitor in the matter.

To-day's rainfall 0.90 inch.
1929 rainfall 37.40 inches
Average 52.04 inches
Deficit 14.65 inches

DON'T WASTE WATER!

Because he had saved the borough hundreds of pounds by increasing the water supply, the Richmond Council has increased the salary of its water engineer by \$100 a year.

THE S.S. "VESTRIS" FINDING

CAPTAIN OPTIMISTIC

NEW YORK AGENTS' OFFICIALS CENSURED

NO LACK OF DISCIPLINE

London, Yesterday.
The Board of Trade enquiry into the loss of the s.s. "Vestris" has given its judgment that the vessel was in an unsafe condition when leaving Hoboken, and unfit to encounter the perils of the sea.

The Board also enumerated the following contributory causes of the disaster:—Loading the vessel beyond the loadline; the condition of the ship; the insufficient margin of stability and of buoyancy reserve; and the heavy weather, which caused a list.

It declares that the half-decks on the upper deck were not watertight, but finds that the lifeboats were in a seaworthy condition, and the arrangements for manning and launching them were efficient.

Further, the "Vestris" was efficiently officered and manned. Big Actions Pending

It is stated in the newspapers that actions for huge sums, in the American Courts, will depend upon the judgment.

The Court held forty sitting since April 23 and the judgment is very long.

The President, in answering 58 Board of Trade questions (seriatim) held, inter alia, that some disorganisation resulted from placing women and children in the port boats in a mistaken application of the traditional order: "Women and children first."

There was no lack of order and discipline among the crew. The S.O.S. should have been sent out six hours earlier.

Those Censured
The Court considered that the captain was unduly optimistic before the foundering, and held that David Cook (Vice President) Harry Wheeler (Marine Superintendent) and Captain Heasley (Assistant Marine Superintendent) of the New York agents were guilty of a wrongful act and default contributory to the loss of the "Vestris".

The Court ordered Cook to pay \$500 towards the expenses of the enquiry, and recommended that all foreign-going passenger ships should enjoy the same protection as regards safety of life as was afforded to emigrant ships—which means Board of Trade supervision.—Reuter.

S.S. "BREMEN"

CREATES ANOTHER RECORD ON THE ATLANTIC

NEW YORK TO PLYMOUTH

London, Yesterday.
The Norddeutscher Lloyd liner "Bremen" arrived at Plymouth after a record voyage from New York in 4 days, 14 hours and 30 minutes.—Reuter's American Service.

[The "Bremen" recently made the crossing from Cherbourg to New York in 4 days, 18 hours, 17 mins., compared with the "Mauretania's" record of 5 days, 2 hrs., 34 mins.]

"REDS" ON A BUS

MAKE AN EXHIBITION OF THEMSELVES IN LONDON

LEFT TO "COOL DOWN"

London, Yesterday.
Boarding a bus at Victoria Station, as ordinary passengers, eight Communist women and a man, chained themselves to the seats on the top bus and refused to leave.

The officials immediately drove the bus to Scotland Yard. The Communists, en route, displayed banners and sang the "Red Flag Internationale".

The Police were temporarily unable to loosen the chains, so the bus was left standing in a torrential downpour.

The Police, later, sawed through the seats and arrested the Communists.

Shanghai Normal
Shanghai, To-day.
At 9.30 a.m., contrary to many alarmistic rumours concerning today's possibilities, everything was normal, the mills and factories working as usual.—Reuter.

Because he had saved the borough hundreds of pounds by increasing the water supply, the Richmond Council has increased the salary of its water engineer by \$100 a year.

"UNSATISFACTORY" EVIDENCE

MAGISTRATE & CONSTABLE'S WRITING ON THE WALL

Because of the unsatisfactory manner in which a Shantung constable gave his evidence, Mr. E. W. Hamilton this morning threw out the case in which Cheng Fook-lam, described as a house coolie employed at No. 196, Te Peak, was charged with writing seditious slogans on the sides of Jardine's Bridge on the Peak, and on a Hong Kong Electric Co.'s transformer box erected on the bridge.

Mr. H. C. Lee was for the defence. Several photographs of the "writing on the wall" were produced by Sub-Inspector Logan in charge of Mount Gough Police Station, together with English translations of the Chinese character, made at the Secretariat for Chinese Affairs.

There were several slogans, the most objectionable of which were:—
"Down with Imperialism."
"Long live the Red Army."
"Long live the Communist (Third) Internationale."

The principal witness for the prosecution was Shantung constable No. D294. He said that he saw the accused and another man writing the slogans from the children's playground on the Peak. After watching them for a while, he went towards them "walking downhill from the playground."

Mr. Hamilton: You turned your back on them?—No. I was facing them all the time.

Case Dismissed
Magistrate (to Inspector Logan): The case must be dismissed. This man is an utter fool, he must go up hill to go towards them; yet he insists that he went downhill from the playground and still went towards them.

His Worship added that he was extremely sorry to have to dismiss the case, but the constable was the only person who saw the actual act of writing, and his evidence was unreliable, so the case must go.

Inspector Logan was instructed to place the constable on report, Mr. Hamilton remarking that it was of no use of this constable coming to Court to give evidence before him again, because he would not hear him.

In conclusion his Worship said: "Present my compliments to the C.S.P., and say that this man must be removed from your (Inspector Logan's) station. He is no good on the Peak."

The accused was discharged.

ASSAULT CASE

ANOTHER REMAND FOR THREE CHINESE

QUESTION OF BAIL?

The case in which three Chinese are charged with assault on a boarding house runner on board the J.C.L.L. s.s. "Titaroom," while the vessel was in port, was resumed this morning at the Kowloon Magistracy before Mr. T. S. Whyte-Smith, when Mr. J. M. Remedios, who is appearing for the defence, made an application for the reduction of bail which was at the first hearing fixed at \$1,000 each.

Mr. Remedios pointed out that the prisoners were not able to pay the bail and therefore it was rather hard for them that they should stay in prison till the formal hearing.

Mr. F. C. E. Rendall, who is for the prosecution, did not agree, and said that it was necessary that he should consult Sergt. Humphreys about the reduction of the bail.

His Worship then remanded the case.

CANINE CASE

DOGS AT LARGE WITHOUT MUZZLES

Miss S. Rose, appearing on behalf of Mr. T. L. Knight, 333 Kowloon Tong Estate, on a summons of allowing a dog to be abroad without a muzzle, on July 23 at about 3 p.m., was this morning at the Kowloon Police Court fined \$6.

Sing Tai, a godown owner, was fined \$10 for keeping two dogs without muzzles, and for allowing one of them to go abroad without a muzzle.

His Worship mentioned that the Police made the regulation simply to keep the dreadful disease of rabies from spreading.

The tenant of 171, Kowloon Tong Estate was fined \$5 for keeping a dog without a licence.

The tenant of 9 Kowloon Tong Estate was this morning at the Kowloon Magistracy, before Mr. T. S. Whyte-Smith, fined \$5 for allowing his dog to go abroad without a muzzle.

His Worship remarked that he would fine a person \$5 if the animal was a bitch, because there was more chance of rabies, if any, spreading.

ECHO OF SEVEN YEARS WAR

MINDEN DAY

STORY OF THE BATTLE FOUGHT IN 1756

K.O.S.B. CELEBRATE

Officers and men of the 2nd Bn. King's Own Scottish Borderers are to be seen to-day wearing roses in their helmets, and a squad of men were busily erecting a platform and pitching tents in the Murray Barracks Parade ground this morning.

Why this bustle and hustle, one may ask, and why comes this sudden fastidiousness of wearing roses in their helmets? Because to-day is the anniversary of the Battle of Minden or the Seven years' war which broke out in 1756. The King's Own Scottish Borderers, then known as The Edinburgh Regiment (25th Foot), took part in the conflict. They won a glorious victory, and it is this victory they are celebrating to-day.

Aquatic Display
The celebration will "kick off" with an aquatic display at Tai Wan Beach this afternoon at 3.30 o'clock. The items on the programme are a novelty and spectators will be amply rewarded by the fun provided in the Chasing the Number race, the Inter-Company Relay Race and Walking the Pole race. While to those who want to see a display of prowess in the water, there will be a water polo match and an inter-company tug-of-war competition.

In the evening there will be a concert and Highland Dancing at the Parade Ground. The programme starts at 8.30 p.m. Full programme is appended:

Judges—Highland Dancing: Major R. A. Wolfe-Murray, D.S.O., M.C. (The Seaforth Highlanders), Pipe Major W. C. K. Mackie, Pipe Major G. Sinclair (The King's Own Scottish Borderers).

Programme
1. Scottish Fantasia. "Robert Bruce" Bonnisseau.
2. Novices Highland Fling.
3. Songs
(a) "The Road to the Isles" Fraser
(b) "Turn Ye To Me" Wilson
Mr. R. Mc A. Keown.
4. Inter Company Foursome Reels.
5. Selection, "Sir Harry Lauder's Song" Hume
6. Open Highland Fling.
7. Open Sword Dance.
8. Highland Patrol, "The Wee Macgregor" Amers
Finale, "Eightsome and Sixteensome Reels"
Danced by
(Company and H.Q. Wing Teams)
Presentation of Prizes.
"Blue Bonnets O'er the Border"
God Save the King.
Conductor: Mr. W. H. Fitz-Earle, A.R.C.M.

Story of the Battle
The Seven Years War broke out in 1756 and Pitt, who was Prime Minister at the time, regarded the overthrow of French Power in Canada and India as the main objective of the War. This was made possible by our Naval supremacy, which had been gained shortly before in the "Wars of the Austrian Succession" which came to an end in 1748.

France retaliated by collecting a large force in Normandy for the purpose of invading England and the territories of her Allies, the Prussians and Hanoverians. Pitt countered this by a series of raids on the French coast, which served to harass the enemy and make them utilise part of their forces in guarding their coasts.

Garrisons Captured
The Edinburgh Regiment (25th Foot) took part in two or three of these raids, notably that on the Isle of Aix in 1757, and finally embarked for Germany on July 11, 1758, together with two other British Infantry Regiments, landing on August 2 at Embden, whence they marched to Coesfeld and joined up with the rest of the Allied armies under Prince Ferdinand of Brunswick.

In April 1759, Prince Ferdinand, finding his Army vastly inferior in numbers to the French Army, retreated to Salzman, leaving garrisons however at Lippstadt, Rietberg, Munster and Minden.

(Continued on Page 3.)

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(for account of the concerned)

About 1,000 Life Belts
(latest Board of Trade Pattern)
ex s.s. "LOK SUN"

Terms:—Cash on Delivery.
For Inspection Orders apply to the Undersigned.

LAMMERT BROS.,
Auctioneers.
Hong Kong, July 31, 1929.

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POSTAGE STAMPS
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AN INTERIM DIVIDEND of

thirty cents per share, in respect of the year 1929, will be payable on MONDAY the 12th August, 1929, on which date Dividend Warrants may be obtained on application at the Company's Office, Exchange Building.

The Transfer Books of the Company will be closed from TUESDAY, the 6th August 1929 to SATURDAY, the 10th August 1929 (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors,
C. F. V. RIBEIRO,
Acting Secretary.
Hong Kong, 30th July, 1929.

NOTICE.

WHEREAS money has been collected on behalf of the Hong Kong Dollar Directory Company by a person signing himself R. A. SMITH without our authority. WE HEREBY give notice that any receipt signed by the aforementioned R. A. SMITH is invalid and will not be recognised by this Company.

Signed
**THE HONG KONG DOLLAR
DIRECTORY CO.**
July 29, 1929.

NOTICE.

UNTIL Further Notice, MR. JOHN C. FAERS is authorised by us to collect moneys and new business on our behalf.

Signed
**THE HONG KONG DOLLAR
DIRECTORY CO.**
July 29, 1929.

NOTICE.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on TUESDAY, the 6th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Prince Edward Road, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Area in Acres.	Annual Rental.
1.	Lot 1, Prince Edward Road, Kowloon.	15.00	104

Apply to
Messrs. DEACONS,
Vendor's Solicitors,
1, Des Voeux Road Central,
Hong Kong
or to
Messrs. LAMMERT BROS.,
The Auctioneers.

Hong Kong, 27th July, 1929.

PARTICULARS & CONDITIONS

of the Sale by Public Auction to be held on TUESDAY, the 6th day of August, 1929, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Yaumati, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements.	Area in Acres.	Annual Rental.
1.	Lot 1, Yaumati, Hong Kong.	15.00	104

Apply to
Messrs. DEACONS,
Vendor's Solicitors,
1, Des Voeux Road Central,
Hong Kong
or to
Messrs. LAMMERT BROS.,
The Auctioneers.

Hong Kong, 27th July, 1929.

BRASS EYELETS & RINGS

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168, Des Voeux Road Central
(Opposite Central Market).
Tel. C. 6147.

JAVA NEWS

PROMINENT BANKER LEAVES BATAVIA

KING OF SIAM'S VISIT

Batavia, July 1.

Commercial life in Batavia has lost one of its most prominent and popular representatives by the departure of Heer L. J. A. Trip, president of the Java Bank. It is a long time since anyone has left Java amid such a shower of compliments and good wishes. Fussy farewells are rather common in this country, and a noisy demonstration from a private circle of friends, however large the circle might be, would not be worth recording.

Leading articles in the daily papers on the personality and influence of the retiring president indicate that the occasion was one of public importance. Perhaps this is partly to be attributed to the fact that Heer Trip was a trenchant critic of the present policy of the Government in the administration of public affairs. He expressed the prevailing opinions and so became hero of the hour. More than once it has been suggested that he will return some day to Java as its Governor-General. His antagonism to the policy of the "powers that be" did not prevent them from conferring on him the dignity of Grand-Officer in the Order of Oranje Nassau.

Business Community's Tribute

On Friday (21st) the Batavia Chamber of Commerce gave a complimentary dinner to Heer Trip in the Hotel des Indes. Seventy-five representatives of commercial, banking and shipping houses were present and many speeches were made. On the following Monday, Heer and Mevrouw Trip held a reception in the Dependence of the Hotel des Indes. Members of the Raad Van Indie, of the Volksraad, the Consular Service and Government officials joined with the commercial world in their tribute to a notable citizen. On Wednesday when the P. C. Hooft departed, there was a further demonstration. Tandjong Priok was crowded with motor-cars and on the boat an endless column of people filed past to say "bon voyage." Such a farewell will live long in the memory of its recipients.—Straits Times.

FAMILY OBLIGATION

BANKRUPT'S PHILANTHROPIC BROTHERS

A Chinese bankrupt said in the Bankruptcy Court recently that his two brothers supported him and his family of ten.

He was Wee Kim Choon and when he told Mr. Justice Deane that three children were being educated at school, the Assistant Official Assignee (Mr. T. B. Cocker) asked if they were doing it out of money he had previously surreptitiously passed to them.

The examinee said that was not so.

When Mr. Cocker asked if he could explain why his brothers should act so philanthropically, the examinee explained that although they were married his brothers did not have large families, and were very fond of his children.

Mr. Cocker: You have no money to support your own family. How then do you support a widowed sister and her three children, and three aged aunts.

Examinee said that was before he became bankrupt. Now his two brothers were making themselves responsible for the support of those people also.

The examinee said he was at the moment unemployed, but directly his public examination was over he proposed seeking work as a salesman.

Up to the moment of his bankruptcy he tried to earn a livelihood as a broker. He used to share, with several other independent brokers, an office in Change Alley, but now he did business standing about in the Arcade.

He lost \$5,000 on a contractor's business which he began in 1911, on capital borrowed from chetties. One of the jobs was a Municipal contract, and on that he lost \$2,000. He lost another thousand on a contract to build for a Eurasian. The \$8,000 was the borrowed capital and the interest. Failure to pay an instalment was taken advantage of by the chetties to demand payments of interest over and above the agreed 24 per cent.

A sum of \$5,000 paid as compensation by Government to some other person, but which should have been paid to his father's estate was claimed by him, and as the estate had no funds, he borrowed \$5,000 to conduct the litigation. In answer to Mr. Cocker examinee agreed he was insolvent when he borrowed this money.

His liabilities were \$70,000. The cause of his bankruptcy was the failure of two firms with which he had been connected, losses in rubber and land speculation, the litigation referred to, and heavy interest on loans.

The examination was closed.

The Spanish Minister of Economy has announced the suspension of the importation of foreign corn.

CULT OF BEAUTY

SURGICAL AND CHEMICAL AIDS NOT ENOUGH

"NOT SKIN-DEEP"

What are the practical results of this modern cult of beauty, asked Mr. Aldous Huxley, the well-known novelist in the "Sunday Dispatch." The exercises and the massage, the health-motors and the skin-foods—to what have they led? Are women more beautiful than they were? Do they get something for the enormous expenditure of energy, time and money demanded of them by the beauty cult?

These are questions which it is difficult to answer. For the facts seem to contradict themselves. The campaign for more physical beauty seems to be both a tremendous success and a lamentable failure. It depends how you look at the results.

It is a success in so far as more women retain their youthful appearance to a greater age than in the past. "Old ladies" are already becoming rare. In a few years, we may well believe, they will be extinct. White hair and wrinkles, a bent back and hollow cheeks, will come to be regarded as mediaevally old-fashioned. The crone of the future will be golden, curly, and cheery-lipped, neat-ankled and slender.

This desirable consummation will be due in part to skin foods and injections of paraffin wax, in part to improved health, due in its turn to a more rational mode of life,

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3A, Wyndham Street.

Ugliness is one of the symptoms of disease, beauty of health. In so far as the campaign for more beauty is also for more health, it is admirable and up to a point genuinely successful.

Beauty that is merely the artificial shadow of these symptoms of health is intrinsically of poorer quality than the genuine article. Still, it is a sufficiently good imitation to be sometimes mistakable for the real thing.

Beauty not for All

The apparatus or mimicking the symptoms of health is now within the reach of every moderately prosperous person: the knowledge of the way in which real health can be achieved is growing and will in no doubt, be universally acted upon. When that happy moment comes, will every woman be beautiful—as beautiful, at any rate, as the natural shape of her features, with or without surgical and chemical aid, permits?

The answer is emphatically: No. For beauty is as much an affair of the inner as of the outer self. The beauty of a porcelain jar is a matter of shape, of colour, of surface texture. The jar may be empty or tenanted by spiders, full of honey or stinking slime—it makes no difference to its beauty or ugliness.

But a woman is alive and her beauty is therefore not skin deep. The surface of the human vessel is affected by the nature of its spiritual contents.

Spiritual Ugliness
I have seen women who, by the standards of a connoisseur of porcelain, were ravishingly lovely. Their shape, their colour, their surface texture were perfect. And yet they were not beautiful. For the lovely vase was either empty or filled with some corruption. Spiritual emptiness or ugliness showed through.

And, conversely, there is an interior light that can transfigure forms that the pure aesthetical would regard as imperfect or downright ugly.

There are numerous forms of psychological ugliness. There is an ugliness of stupidity, for example, of unawareness (discreetly common among pretty women). An ugliness of greed, of lasciviousness, of avarice.

All the deadly sins, indeed, and

LADIES' and GENTLEMEN'S BATHING COSTUMES

of superior Quality
"OCEAN" "VIKING"
"HOLLYWOOD."
in a great variety of colours.
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and
5.30—7.00 p.m.

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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Milladvent, from Dairen.
Ivan Sanderson, from Niece.
Ocanfahrt, from Takao.
Ernst Huitze, from Shanghai.
Pak Ngai, 69, Robinson-rd., from Kobe.

Soergel, from Shanghai.
Ho Chan-lok, 720, Kowloon Tong, from Shanghai.

E. V. JESSEN,
Superintendent.
Hong Kong, 25th July, 1929.

THE EASTERN-EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO., LTD.

The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—

China Navigation, from Saigon.
Abo, from Cardiff.
Asudamal, c/o Chellaram, from Manila.

S. LACK,
Superintendent.
Hong Kong, 25th July, 1929.

OLD TAYLOR

AGED BY TIME

A pedigree white boar was sent by Lord Harlech from his Brogryn estate to Oswestry market.

DODWELL & COMPANY, LTD.

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M.V. "RABY CASTLE" Sails on or about 6th August.

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GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.

PASSAGE RATES.

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LONDON £80.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

S.S. "PIAVE" Sails on or about 6th August.
M.V. "REMO" Sails on or about 15th August.
S.S. "DUCHESSE D'AOSTA" Sails on or about 3rd September.
M.V. "ESQUILINO" Sails on or about 12th September.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "HIMALAYA" Sails on or about 2nd August.
M.V. "VIMINALE" Sails on or about 20th August.
S.S. "PIAVE" Sails on or about 7th September.
M.V. "REMO" Sails on or about 17th September.

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Nagasaki 165
Moit 190
Kobe 210
Yokohama 235

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TAIYO MARU Wednesday, 7th August.

TENYO MARU Wednesday, 21st August.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

IYO MARU Monday, 12th August.

SHIZUOKA MARU Monday, 9th September.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

FUSHIMI MARU Saturday, 10th August.

HAKOZAKI MARU Saturday, 24th August.

SYDNEY & MELBOURNE via Manila & Ports.

KAGA MARU Wednesday, 21st August.

TANGO MARU Wednesday, 25th September.

BOMBAY via Singapore, Penang, & Colombo.

TAMBA MARU Sunday, 11th August.

TOKUSHIMA MARU Wednesday, 28th August.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,

Mexico & Panama.

BOKUYO MARU Monday, 19th August.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

BINGO MARU Friday, 9th August.

NEW YORK, BOSTON via Panama.

KUMA MARU Friday, 2nd August.

CALCUTTA MARU Saturday, 17th August.

LIVERPOOL via Port Said, Constantinople, Genoa.

DELAGOA MARU Sunday, 11th August.

CALCUTTA via Singapore, Penang & Rangoon.

BENGAL MARU Thursday, 8th August.

MALACCA MARU Friday, 16th August.

SHANGHAI, KOBE & YOKOHAMA.

MORIOKA MARU (Kobe direct) Monday, 5th August.

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For further information apply to—NIPPON YUSEN KAISHA.

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O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore

Colombo, Suez and Port Said.

ATLAS MARU Sunday, 11th August.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,

Colombo, Durban & Cape Town.

HAWAII MARU Monday, 7th September.

BOMBAY—Via Singapore & Colombo.

HONOLULU MARU Monday, 5th August.

GANGES MARU Monday, 19th August.

DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

CANADA MARU Tuesday, 6th August.

CALCUTTA—Via Singapore, Penang & Rangoon.

SEATTLE MARU Thursday, 1st August.

KUSADO MARU Thursday, 18th August.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

ALABAMA MARU (From Shanghai) Wednesday, 14th August.

MELBOURNE—Via Manila, Brisbane & Sydney.

HIMALAYA MARU Wednesday, 7th August.

HAPPHONG—Via Hanoi & Pakhoi.

NEW YORK—Via Japan ports, San Francisco & Panama.

HAMBURG MARU Sunday, 18th August.

JAPAN PORTS.

ATLAS MARU Sunday, 11th August.

KEELUNG—Via Swatow & Amoy.

CANTON MARU Sunday, 4th August, 3 p.m.

HOZAYE MARU Sunday, 11th August, 3 p.m.

TAKAO—Via Swatow & Amoy.

DELI MARU Thursday, 1st August, Noon.

TAKAO & KEELUNG.

SOURABAYA MARU Friday, 16th August.

For further particulars please apply to—OSAKA SHOSHOEN KAISHA.

Tel. Central No. 4088, 4089, 4090. M. TAKEUCHI, Manager.



SHIPPING SECTION.

PORT SANITATION

PLAGUE PREVENTION AND
DERATISATION
LIVERPOOL REPORT

The operations of the Liverpool Port Sanitary Authority during 1928 are surveyed by Dr. A. A. Mussen, port medical officer of health, in his annual report issued recently.

Referring to deratization, the port medical officer says that extermination of rats, both on board ship and in the dock area, has long been considered to be one of the most important of this authority's services; not only has the necessity for an incessant war upon rats been appreciated because of the damage suffered by cargoes but also because of the danger to human life from infection with the plague bacillus, carried to man by the rat flea. In this port the shipping companies, through the agency of the rat-catchers employed by them, do their best to keep their respective vessels free from rats, while the catchers of this authority catch rats in the dock area and on board ship for the express purpose of their examination in the Bacteriological Laboratory.

That plague is still a great danger to this port can be appreciated when it is recorded that many cases have occurred during 1928 in the ports of South America, the West Coast of Africa and India especially, ports at which a considerable proportion of the cargoes destined for Liverpool. Out of the gradual appreciation of this point, and of the points that any measures adequately to combat the incidence and spread of plague must be world-wide in their application if they are to be truly effective, arose the International Sanitary Conference of 1926. The findings of that conference have now been embodied in a series of provisions, one of which (Article 28) requires that "all ships, except those engaged in national coastwise service, shall be periodically deratized, or be permanently so maintained that any rat population is kept down to a minimum."

It is now agreed that these vessels which have been deratized, by fumigation or otherwise, shall be granted a deratization certificate, as specified in Article 23, or, if found by this authority to be free from rats, shall be granted a deratization exemption certificate; either of these to remain valid for six months, at the end of which the vessel will be re-examined, unless it should have become markedly re-infested in the interim. The first certificate was issued by this authority on October 5, 1928, and up to the end of the year 25 deratization certificates and 11 deratization exemption certificates have been issued.

Eradication of Plague
When the provisions of the conference become ratified, and are put into practice by all countries, it is obvious that a step forward of the greatest importance will have been taken toward the ultimate eradication of plague.

A very marked improvement has already been observed in the number of rats found upon vessels entering this port during the last year. While it is likely that the figure for the average number of rats per ship may be somewhat higher than is actually the case for all vessels arriving in the port, since a certain number of the vessels included had been fumigated as a direct result of the discovery that they were a "rat" state, this in no way invalidates the findings which prove the gradual improvement that is taking place nor the variations that are apparent on the various trade routes.

Only those vessels are included which were fumigated in this port and afterwards examined by this authority's searchers. The material used was SO₂ in 537 and HCN in 43 cases.

Many interesting points arise from an examination of the results. The first is that there has been a gradual and marked improvement since 1918, as shown by the average of 68.6 rats per ship in 1918-1919, of 35.3 in 1925, and 14.9 in 1928. The second point is the high average given by vessels trading with River Plate and Brazilian ports; this is due, as will be discovered later, largely to the type of cargo carried on this route (i.e., grain). The third point is the reasonably low figure shown for vessels arriving from the West Coast of South America, North America, New Zealand and Australia. It seems probable that this is largely due to the strict insistence upon periodic fumigation which, in past years, has been the policy of the United States (including the Panama and Canal zone) and Australian Governments.

Thus it will be seen that there are marked variations in the degree of rat-infestation of vessels on the different trade routes of the world. What cause, or causes, can explain these variations? Rats board ships by several routes; up the gangways, stowed away in cargoes, and down grain chutes. Once on board, the conditions at all favourable, they may breed rapidly.

There are certain factors, however, that tend to keep down the degree of rat-infestation.

Rat-Proofing
On a vessel structurally "rat-proofed" it is impossible for the animal to wander from one confined space, such as a hold, and it cannot therefore, as is so frequently possible on vessels not "proofed," run from hold to hold or from hold to storeroom in search of water, food and a comfortable nesting place. Most of the vessels recently landed have been constructed with due regard to this factor, and certain of the older ships have been altered so as to render them "rat-proof."

The following table offers suggestive evidence that vessels adequately "proofed" tend to harbor an extremely small number of rats, and this in spite of the fact that several of the vessels in question were carrying large cargoes of grain. For the purpose of this table, the 128 vessels fumigated during 1928 have been investigated.

	Ships	Rats of rats	Average number
	fumigated	found per ship	
"Rat proofed" vessels	45	141	3.1
Refrigerator vessels	15	4	0.3
Non "rat-proofed" vessels	68	1,733	25.5
	128	1,873	14.7

These include cargoes which contain least material edible for rats, and which provide the least amount of hiding and nesting places. They are such cargoes as hardware, ore, fruit, &c., in boxes, and other products that can be so tightly packed in the holds that no room is left for the rats to move.

The relationship between the cargoes carried, during their last voyage to Liverpool, before fumigation, by the 128 vessels, fumigated during 1928, and the number of rats on board has been examined. The results can, at best, serve as little more than an indication of the type of cargoes that tend to be "rat-attractive," since few vessels carry only one variety of cargo, and where the rats are unfettered to one hold by adequate "rat-proofing" measures they will tend to wander to those parts of the ship in which is stowed the cargo most attractive to them. The results, however, do bear out the premise that most rats are to be found on vessels carrying grain, while sugar and palm kernels may apparently also be classed as "rat-attractive."

Fumigation
In this method lies the only sure way of completely ridding a vessel of all rats. In the port of Liverpool the SO₂ method is that most commonly relied upon; but hydrocyanic acid gas, being more rapidly fatal to rats, is frequently used. If, then, in the future the gradual diminution in the number of rats per ship is to be maintained the measures adopted to attain that end should be along the following lines:

Greater care to be taken at foreign ports in the loading of cargoes known to be "rat-attractive," in order that as few rats as possible may be allowed to enter the vessel. The "rat-proofing" of all vessels. A continuation of the present measures with regard to trapping. Periodic fumigation of vessels engaged in the carrying of "rat-attractive" cargoes, and of other vessels when the rat population is abnormally increased.

CUNARD LINE

£8,500 GIVEN IN RESPONSE TO
PRINCE'S APPEAL

The Royal National Lifeboat Institution has received from the Cunard Steamship Company a gift of £8,500, made in response to the Prince of Wales' appeal last year to shipping companies, when he said, "What prouder thing could a great shipping line do than its name on one of our lifeboats?"

The new lifeboat will be of the latest type, and will replace a motor lifeboat which has been at St. Mary's, Scilly, since 1919, and has rescued 88 lives.

The Cunard Line is the fifth shipping company to respond to the Prince's appeal. The others are the Peninsular and Orient group, which presented the new motor lifeboat "Princess Mary" for Padstow; the White Star Line, which is presenting a new motor lifeboat for Fishguard, to be called White Star; and the Royal Mail Steam Packet Company and the Union-Castle Mail Steamship Company, which are jointly presenting the new motor lifeboat for Weymouth, to be called Lady Kylesant.

COLLISION IN HARBOUR

A collision in the harbour yesterday morning caused some excitement. A passenger boat which was being towed in the central fairway collided with a steam launch, but no great damage was done.

Three occupants of the sampan were thrown into the sea by the force of the impact, but all were rescued by other craft in the vicinity.

The biggest damage was suffered by the sampan repairs to which is estimated will cost \$200, whilst the boat people also lost clothing and furniture worth \$50.

The launch, the "King Fat," was only slightly damaged.

WARSHIPS HERE

The following are the warships at present in harbour—

At the North Basin—H.M.S. "Tamar," "Sandwich," and "Bridgewater."

At the North Arm—H.M.S. "Somme."

In Dock—H.M.S. "Cicala" and L19.

At the West Wall Dock—H.M.S. "Castor," "Sterling" and "Stormcloud."

Foreign Men-of-War
U.S.S. "Mindanao."

French Gunboat "Vigilante."

U.S. WARSHIP IN THAMES

The United States cruiser "Raleigh," the flagship of Vice-Admiral John H. Dayton, officer commanding the United States naval forces in Europe, recently arrived in the Thames off Gravesend, and remained moored off the town until the end of the month. After leaving Gravesend the "Raleigh" visited Edinburgh (Port of Leith), Oslo, Stockholm and Copenhagen, and will return to Southampton before returning to America. The Mayor of Gravesend paid an official visit of welcome to the vessel.

MONTREAL PORT

SEVERAL NEW RECORDS
ANNOUNCED

COMMISSIONERS' REPORT

According to the annual report of the Montreal Harbour Commissioners, the port has achieved a number of new records during the past twelve months. The aggregate volume of freight passing over the harbour wharves in 1928 was 12,889,126 tons, an increase of 867,953 tons as compared with the 1927 total. Exports during the year are recorded as 6,338,108 tons, and imports as 2,545,585 tons. Domestic freight accounted for a total of 3,201,333 tons. Exports showed an increase over the year of more than 650,000 tons, but there was a decrease of 150,000 tons in imports due in great part to smaller receipts of British coal. Domestic tonnage increased by about 155,000 tons.

As usual, the major portion of the commerce in the harbour consisted of grain and grain products, these exports representing 50 per cent. of the grand total. Shipments of grain and grain products totalled 211,225,375 bushels, in addition to 15,259,000 bushels of wheat exported in the form of flour. This figure, representing traffic during a period of about seven months during which the port of Montreal is open, exceed by a very wide margin the total of any previous season in the history of the port, and far exceed that established at any one port in the world during a twelve month period. Grain exports from the port of Montreal last year were consigned to no less than twenty-one different countries, the leading importers being Great Britain, the Netherlands, Germany, Italy and Belgium.

A High Figure
The total movement of coal into the port last year reached 2,161,968 tons, a decrease as compared with the 1927 total of 2,500,147 tons. It is interesting to note, however, that of this total, Nova Scotia bituminous coal represented a new high figure of 1,659,206 tons. There was a decline in imports being 359,253 tons as compared with 585,690 tons for the previous twelve months.

The total number of ocean ships entering the harbour in 1928 was 1,607, as compared with 1,610 for the previous year, but the net registered tonnage was half a million tons more, totalling 5,494,062 tons. A larger decrease occurred in the number of vessels entering the port from inland navigation routes, although in this instance also there was a great increase in tonnage, the number being less by 345 ships, but the registered tonnage more by 1,360,000. The total number of ships entering the harbour both ocean-going and inland, was 7,480, and the total registered tonnage 19,299,465, as compared with 17,322,444 tons in 1927.

Revenues collected by the port authorities totalled \$5,859,387, as compared with the 1927 total of \$5,453,951. This total has doubled during the past eight years, the 1921 figure having been \$2,891,274.

Customs and excise revenues collected at the port during the fiscal year ended March 31, 1929, was no less than \$105,462,183, as compared with \$99,755,119 during the previous year.

HUMBER TRANSPORT FACILITIES

Representations have been made to Mr. Herbert Morrison, Minister of Transport, for the inclusion of a scheme to tunnel or bridge the River Humber between Hull and North Lincolnshire in the programme work to provide employment. Commander Kenworthy has interviewed the Minister, who has given instructions for plans and a report to be made. A movement initiated by the Hull Corporation is already on foot for holding a conference of all the authorities concerned to consider the improvement of transport facilities and the promotion of a scheme if agreement is reached.

OLD TAYLOR

AGED BY TIME

BANK LINE LTD.

AGENTS FOR

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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S.S. "CITY OF ATHENS" London, Rotterdam, Amsterdam & Hamburg 9th August.

NEW YORK, BOSTON, & BALTIMORE ... AMERICAN & MANCHURIAN LINE

S.S. "CITY OF CANBERRA" via Suez Canal 10th September.

S.S. "CITY OF NORWICH" via Suez Canal 6th October.

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BALTIMORE ... AMERICAN & ORIENTAL LINE

S.S. "SPRINGBANK"

3rd August.

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ORIENTAL AFRICAN LINE

S.S. "TINHOW"

12th August.

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chindo, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

For freight or passage on any of the above lines apply to—

Telephone Central 4791.

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USE the Canadian Pacific Route to Europe and dispose of all the troublesome details that usually arise out of a 10,000 mile overseas journey. When you travel Canadian Pacific there is only one transaction—the initial one between our agent and you. Your trip across the Pacific, across Canada, and across the Atlantic is made on Canadian Pacific ships and trains; your stopovers at Canadian Pacific hotels.

One ticket
One serviceThe utmost
in speed and
comfort.

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Next sailing to the Pacific Coast

EMPRESS OF RUSSIA

NOON—August 21st, 1929.

WORLD'S GREATEST TRAVEL SYSTEM

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AUGUST SAILINGS.

DEPARTURE HOURS:
Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. Trotter.]

TUES. 5th AUGUST. 21st

SUN. 11th TUES. 27th

FRI. 16th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

AUGUST

SUN. 4th MON. 19th

FRI. 9th SUN. 25th

WED. 14th FRI. 30th

For information apply to

KWONG WING Co., Ltd.

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Travellers Cheques

"Sky-blue" in colour, these Cheques give travellers the fullest protection against the loss or theft of their travel funds. They are spendable and acceptable everywhere. For more than 36 years travellers the world over have found personal service and financial security through their use.

Issued in £10, £5, £2, £1, and £5 and £10 denominations—bound in a small handy wallet—and cost only 3/4 of 1 per cent.

Secure your steamship tickets, hotel reservation and itineraries; or plan your cruise or tour through

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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).

MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
*KHYBER	9,114	3rd Aug. Noon	M'selles, Casablanca, L'don & Hull.
*KIDDERPORE	5,334	15th Aug.	Straits, Colombo & Bombay.
MALWA	10,980	17th Aug.	Bombay, Marseilles & London.
*KASSIMIR	3,885	31st Aug.	Marseilles, London & Hull.
MOREA	10,952	14th Sept.	Bombay, Marseilles & London.
MANTUA	10,940	28th Sept.	Bombay, Marseilles & London.
*MURZAPORE	6,715	2nd Oct.	Straits, Colombo & Bombay.

*Cargo only. *Calls Casa Blanca.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piraeus, Smyrna and other Levant ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TALAMBA	3,013	5th Aug.	Singapore, Penang & Calcutta.
*TAKIWA	7,095	23rd Aug.	Singapore, Penang & Calcutta.
TALMA	10,090	27th Aug.	Singapore, Penang & Calcutta.
DALGOMA	5,953	4th Sept.	Singapore, Penang & Calcutta.
TAKADA	6,949	5th Sept.	Singapore, Penang & Calcutta.
TILAWA	10,000	4th Oct.	Singapore, Penang & Calcutta.

*Calls Rangoon.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ARAPURA	6,000	2nd Aug.	Manila, Sandakan, Thursday Island,
TANDA	6,956	30th Aug.	Townsville, Brisbane, Sydney &
ST. ALBANS	4,500	4th Oct.	Melbourne.
ARAPURA	6,000	31st Nov.	
TANDA	6,956	29th Nov.	

*Calls Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hainan,
Cebu, Kolambuan, Tawto, Timor, Darwin, or other ports en route as in-
dicament offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

KASHMIR	8,985	2nd Aug.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	3rd Aug.	Amoy, Moji, Kobe, Y'hama & Osaka.
TANDA	6,956	6th Aug.	Moji, Kobe, Osaka & Yokohama.
DALGOMA	5,953	10th Aug.	Amoy, Shanghai, Moji, Kobe & Osaka.
*SHEAFMOUNT	—	12th Aug.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,952	16th Aug.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	18th Aug.	Amoy, Moji, Kobe & Osaka.
*GARDETA	5,927	20th Aug.	Moji, Kobe, Osaka & Yokohama.
KARMALA	9,123	30th Aug.	Shanghai, Moji, Kobe & Yokohama.
*NAGPORE	5,283	1st Sept.	Shanghai, Moji, Kobe & Yokohama.
*MURZAPORE	6,715	2nd Sept.	Shanghai, Moji & Kobe.
ST. ALBANS	4,500	10th Sept.	Moji, Kobe, Osaka & Yokohama.
ALIPORE	5,278	11th Sept.	Shanghai, Moji & Kobe.
MANTUA	10,940	13th Sept.	Shanghai.
*KIDDERPORE	5,334	25th Sept.	Shanghai, Moji & Kobe.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at
the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO., Agents.

P. & O. Building, Cornhill Rd. C., Hong Kong.

NEW YORK, BOSTON & BALTIMORE.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE.

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "ADRIATIS" Via Suez Canal 5th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., Hong Kong.
Hong Kong & Canton: JARDINE, MATHESON & CO., LTD., Canton.

CLYDE-AUSTRALIA

SOUND PROSPECTS OF FURTHER DEVELOPMENT.

Sir William Reburn, Bart. (chair-
man), presiding at the Clyde Naviga-
tion Trust's meeting, in mail
week, welcomed Mr. H. M. Ford,
secretary of the trust, on his
return from his trade mission to
Australia and New Zealand. Sir
William said he had received an idea
of the work which Mr. Ford had done,
and he thought it was a very useful
piece of work. They could not expect
much in the way of immediate results,
but he believed that in time the
mission would show a good effect in
the importation through the port of
Glasgow of more and more of the pro-
duce of these two countries.

Commenting on the new arrange-
ment under which the pleasure
steamers sail from the south side of
the river instead of from the Broomie-
law, Sir William said that there had
been a good deal of objection to the
change, but now that the new shed ac-
commodation was available he was
sure that the passengers and the
owners would thank the trust for the
action they had taken. The new ac-
commodation was in every way excel-
lent.

In a reference to the general trade
of the port, Sir William Reburn said
that the revenue had been falling for
some time, but that in the month of
May it had recovered, and he hoped
that in June it would show a corre-
sponding increase.

Mr. Ford, before proceeding to sub-
mit the minutes, informed the trust
that he had been very heartily wel-
comed on his mission in both Australia
and New Zealand. He thought
that the mission was well merited,
and that it would bear fruit in the future.

SPEED IN TRANSPORT

A further step in the development
of rapid transport of goods between
Great Britain, the Continent, and
North America is being taken by an ar-
rangement just completed by the
Canadian National Express with the
Compagnie Internationale des Wagons
Lits for the handling of express
packages by the fastest trains operat-
ing in France, Germany, Poland,
Switzerland, Italy and the Near East.

The new service supplements that
recently inaugurated by the same com-
pany for the transport by air of ex-
press goods to and from practically
every point in Europe. By means of
the two services it will now be possible
for merchandise to be carried by the
fastest express trains to Paris where
it may be transferred almost immedi-
ately to airplanes for England to con-
nect with the earliest liners for North
America. A similar fast service is
also provided in Canada and the
United States for all traffic West-
bound.

CONSIGNEES.

NOTICE TO CONSIGNEES.

ELLERMAN LINE.

From EUROPE.

The Steamship.

"CITY OF PEKIN"
having arrived, Consignees of Cargo
by her are informed that all goods
are being landed at their risk into the
hazardous and/or extra-hazardous Go-
downs of Holt's Wharf, whence deliv-
ery may be obtained.

No Claims will be admitted after
the Goods have left the Godowns, and
all Goods remaining undelivered after
5th August, 1929, will be subject to
rent.

All Claims against the Steamer
must be presented to the Underwriter
on or before 12th August, 1929, or
they will not be recognised.

All broken, chafed and damaged
goods are to be left in the Godowns,
where they will be examined on any
Tuesday or Friday, between the
hours of 10.45 a.m. and noon, within
the Free Storage period of One Week.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

THE BANK LINE, LIMITED.

General Agents.

Hong Kong, 30th July, 1929.

HONG KONG TIDE.

The tide-table given below has been
obtained by aid of the Tide-predicting
Machine, which includes 40 compo-
nents for the better prediction of tides,
from the result of the analysis of the
tidal observations, taken at the Kow-
loon tidal observatory under the
direction of Dr. Dobson during the
years 1887, 1888 and 1889.

The times and heights are given for
Kowloon; but they may be used for
the Victoria Naval Yard and Aberdeen,
the differences being very small.

The times of high and low water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

August 1 to 7, 1929.

Date	High Water	Standard Ht.	Standard Ft.
August 1	5.17 a.m.	1.18 a.m.	1.1
2	7.23 a.m.	11.26 a.m.	3.4
3	8.14 a.m.	2.0 a.m.	0.9
4	8.48 a.m.	3.0	
5	7.10 a.m.	0.0 3.5	3.4
6	4.44 a.m.	2.4 a.m.	2.4
7	8.0 a.m.	1.0 2.2	0.1
8	10.30 a.m.	4.1 3.7 a.m.	0.1
9	8.07 a.m.	0.0 2.5	3.2
10	11.7 a.m.	4.2 4.18 a.m.	10.0
11	9.49 a.m.	0.0 3.5	0.1
12	11.18 a.m.	4.2 4.17 a.m.	0.1
13	10.40 a.m.	7.4 6.45 a.m.	0.6

OLD TAYLOR

AGED BY TIME

A SHIP'S LOSS

ACTION TO RECOVER BALANCE OF FREIGHT

WAS SHE "WORM-EATEN"?

London.—Evidence was continued in
the action in the King's Bench Divi-
sion, before Judge Finlay, by the
Cosmopolitan Shipping Company, New
York, against Hutton and Cookson,
Liverpool, to recover £1,442, balance
of freight on a cargo of palm oil and
palm kernels shipped by defendants
from the Belgian Congo in 1919 on
the plaintiffs' schooner "Rostellan."
The vessel and cargo were lost on a
voyage to Liverpool.

Defendants alleged that the "Rostellan"
was worm-eaten, had insuffi-
cient sails, and was unseaworthy.
They counterclaimed for £10,000, the
value of the cargo, and denied liability
for the balance of freight.

Plaintiffs denied unseaworthiness.
Mr. Cyril Atkinson, K.C., and Mr.
Justin Lynskey (instructed by Messrs.
Bateasons, Liverpool) were for the
plaintiffs, and Mr. Singleton, K.C., and
Mr. Chappell, K.C. (instructed by
Messrs. Hill, Dickinson, Liverpool),
were for the defendants.

Mr. Singleton submitted that a
prudent shipowner, whose duty it was
to see that a ship was fit to encounter
the perils of a voyage, would not have
allowed the "Rostellan" to sail in the
condition in which it left for Liver-
pool with cargo, and defendants were
entitled to judgment.

Mr. Atkinson argued that the worms
which defendants alleged got into the
wood, to the knowledge of the owners,
did not cause the loss of the rudder
and the consequent sinking of the
ship. He said the "Rostellan" encoun-
tered heavy seas, rolled badly, and for
many days was without the use of the
rudder. Finally a heavy wave broke
the rudder, and the ship, rudderless
and helpless, sank. The cause of the
loss of the rudder was weakening and
straining by continuous heavy seas.
The hearing was adjourned.

OIL-FIRED FLEET

FIRST VESSEL FOR BRITISH COAST SERVICES

Messrs. David MacBrayne (1928),
Ltd., who have taken over the coastal
sea services in the Western High-
lands and Islands of Scotland, recent-
ly ordered five new steamers.

The first of these, the "Lochness,"
has been launched by Messrs. Harland
and Wolff, Ltd., Govan, and is
ready to take up service on the
Mallaig, Kyle of Lochalsh and
Stornoway service last month.

The "Lochness" is 208 ft. in
length, 38 ft. in moulded breadth,
with a speed of about 14 knots, and
carries 428 passengers. She burns
oil fuel, is fitted with wireless, and
has six water-tight bulkheads. The
sanitary and heating arrangements
are thoroughly up-to-date, and meet
every modern requirement. For first-
class passengers there are 9 deck
cabins, and staterooms, each fitted
with two berths.

A sumptuously furnished dining
room, smoke room and lounge add to
the comforts and amenities. A spaci-
ous shelter deck is provided, and also
ample promenade space on the boat
deck. Special attention has been
given to third-class passenger accom-
modation, every comfort and conveni-
ence being afforded. A fine dining
room, ladies' and gentlemen's sitting
rooms, smoke room, and generous
promenade space are features.

HUGE CAPACITY MOTORSHIP

FOR GREAT LAKES TRADE

One of the most interesting devel-
opments in the shipping trade of the
Great Lakes is the building by the
Davie Shipbuilding and Repairing Co.
at Lauzon, Quebec, of a diesel-engine
vessel for the Canadian Steamship
Lines, a capacity of 100,000
bushels on a draft of 14 feet. The
capacity indicated is 5,000 bushels
larger than that of any other vessel
now operating on the Canadian canal
route.

The vessel, now known as hull 503,
is to be driven by an eight-cylinder
Bessmer engine of 800 s.h.p., and will
have three 75 h.p. auxiliaries of the
same make. Pumps, winches, wind-
lasses, and steering gear will be elec-
trically driven.

SHOP AHoy!

An interesting experiment that may
have an important bearing on the ad-
ministration of our great passenger
liners is about to be carried out by the
Canard Line in co-operation with
Messrs. Austin Reed, Ltd. It is pro-
posed to build aboard the R.M.S.
"Aquilo" a special shop, which will be
run independently by the latter con-
cern as a way of equipping the passen-
gers. This will be a specially opened
during the vessel's next call at South-
ampton.

It is the first time in the history of
shipping, an official of the Canard
Company stated during the week-end,
that such an arrangement has been
made. Hitherto the "barber's shop"
has served as a shopping centre for the
male passengers, but there are signs
that this familiar institution is re-
verting to its early specialised purpose.

MODEL LIFEBOATMAN

The subject this year of the Duke
of Northumberland's lifeboat essay
competition, which is organised each
year by the Royal National Lifeboat
Institution in the elementary schools
of Great Britain and Ireland, was
"What are the qualities of the lifeboat-
man which make him an example of
good citizenship?" Nearly 1,400
schools took part in the competition.
One youngster wrote:—Again "He
has to be big, strong, fearless, and
have big limbs. He must not be a
sneak and not afraid of swallowing
waves. In fact, he must know every
wave as it passes."

Members of the Leith Harbour
Commission recently visited Tyndale
as the guests of the Tyne Improve-
ment Commission. They were taken
up and down the river in order to
see the shipyard, coaling staiths, &c.,
and also inspected the new deep
water quay at North Shields.

ROTTERDAM PORT

APPOINTMENT OF INQUIRY COMMISSION

The Netherlands Government have
appointed a Commission to inquire
into the possibilities of developing
the port of Rotterdam, and to con-
sider the application of Art. 194 of
the Common Code, which authorises
the formation of autonomous public
bodies for the government of inter-
municipal interests.

The members of the commission
include the Burgomaster of Rotter-
dam, Mr. P. Droogelever Fortuyn,
D.L.L. (chairman), the Government
district-engineer, the Rotterdam Cor-
poration engineer, Mr. A. J.
Goudriaan, president of Van Nieuvelt,
Goudriaan and Co., and Mr. J.
Brautigam, chairman of the Oude
Labouren Union, together with a
number of officials.

FAMOUS U.S. BUILDER

"BILL" TODD VISITS ENGLAND

Mr. W. H. Todd, the founder of
the United States' biggest and best-
known shipbuilding business, is now
on a visit to England. A practical,
skilled shipyard worker, he built up
the famous organisation known as the
Todd Shipyards Corporation, and
throughout the wonderful develop-
ment he remained the same lovable
man he was in the beginning. On
both sides of the Atlantic he is
"Bill" to hosts of friends, a sure
sign that the world really likes him.
His stay in England is unlikely to be
long, but visits to Ireland and Scotland
are, no doubt, in his programme,
although his real love on this side
of the Atlantic is London.

PETROLEUM LAWS

The by-laws recently made by the
Manchester Ship Canal Company with
respect to the landing, loading, &c.,
of petroleum spirit and carbide of
calcium and to the loading, unloading,
&c., of petroleum in bulk (other
than petroleum spirit) at the harbour
and port of Manchester having been
fully confirmed by the Minister of
Transport, came into operation on
June 9, as from which date all
previously existing regulations made
by the company respecting the mat-
ter to which these by-laws relate were
revoked.

VANCOUVER GRAIN

According to the Vancouver cor-
respondent of the "Financial Times"
(Montreal), no less than 84 million
bushels of grain have been shipped
through the port of Vancouver dur-
ing the current season down to early
in May. Total shipments for the
season are expected to amount to be-
tween 95 and 100 million bushels.
At the corresponding time last year,
grain shipments through Vancouver
had totalled 67,405,000 bushels, or
some 16 million bushels less than the
movement during the current year.

MOVEMENTS OF STEAMER

The B.I. s.s. "Talamba" will leave
Amoy for this port on August 1,
p.m., and is due here on August 2,
p.m.

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. "City
of Pekin" are reminded to take
delivery of their goods which will be
subject to rent after August 5.

SOCIAL HYGIENE

IMPERIAL CONGRESS IN LONDON

London, July 8.

Thirty-one Governments were re-

presented at the Fourth Imperial

Social Hygiene Congress in London

to-day, Lord Liffithgow presiding.

Mr. Wedgewood Benn, in a

speech, said that there was so much

that was controversial, negative

and destructive in political

problems that real satisfaction would

meet those engaged in work which

was positive, constructive and

agreed. The value of work in

social hygiene in British India and

the Indian States could not be

doubted.

Mr. Ponsonby, Member of the

House of Commons, and Sir Atul

Chandra Chatterjee also spoke.

PRESIDENT LINER SAILINGS

WEEKLY TRANS - PACIFIC SERVICE

To San Francisco and Los Angeles

The Sunshine Belt via Honolulu

Fortnightly sailings on Tuesdays

Fortnightly sailings on Tuesdays

Pres. Lincoln . Tues. Aug. 13 Pres. Grant . Tues. Aug. 6

Pres. Madison . Tues. Aug. 27 Pres. Cleveland . Tues. Aug. 20

Pres. Jackson . Tues. Sept. 10 Pres. Pierce . Tues. Sept. 3

Pres. McKinley . Tues. Sept. 24 Pres. Taft . Tues. Sept. 17

£120, £112 Special through rates to Europe via

United States, Direct connections with all

Atlantic lines. Choice of rail lines across

United States and Canada, liberal stop-over privileges for

sight-seeing.

EUROPE AND NEW YORK DIRECT

ROUND THE WORLD.

Fortnightly sailing on Sunday via Manila, Straits, Colombo,

Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York

and Boston.

Pres. Wilson . Sun. Aug. 11. 8 Pres. Polk . Sun. Sept. 22. 8

Pres. V. Buren . Sun. Aug. 25. 8 Pres. Adams . Sun. Oct. 6. 8

Pres. Garfield . Sun. Sept. 8. 8 Pres. Harrison . Sun. Oct. 20. 8

TO MANILA

DEWAR'S

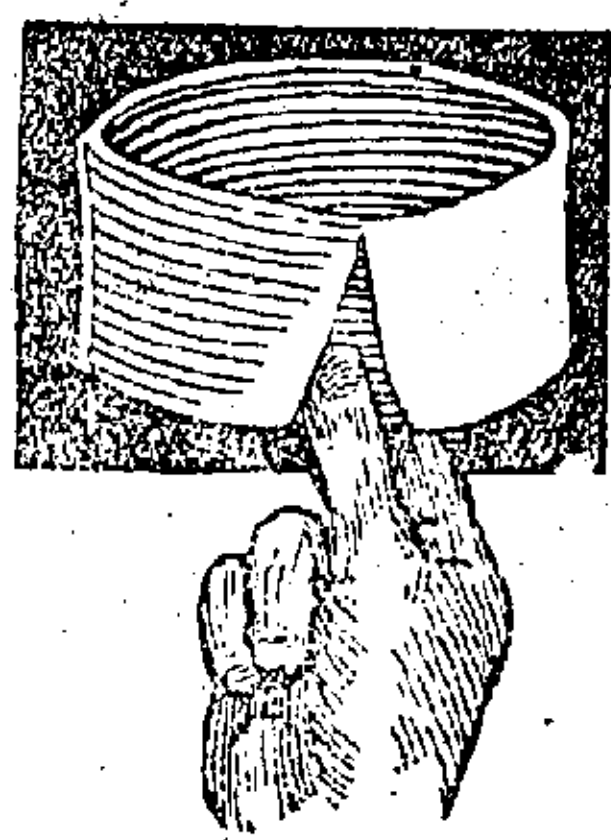
"White Label"
WHISKY

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

Phone C. 16.

Kowloon K. 19.

STARCHED
COLLARS.

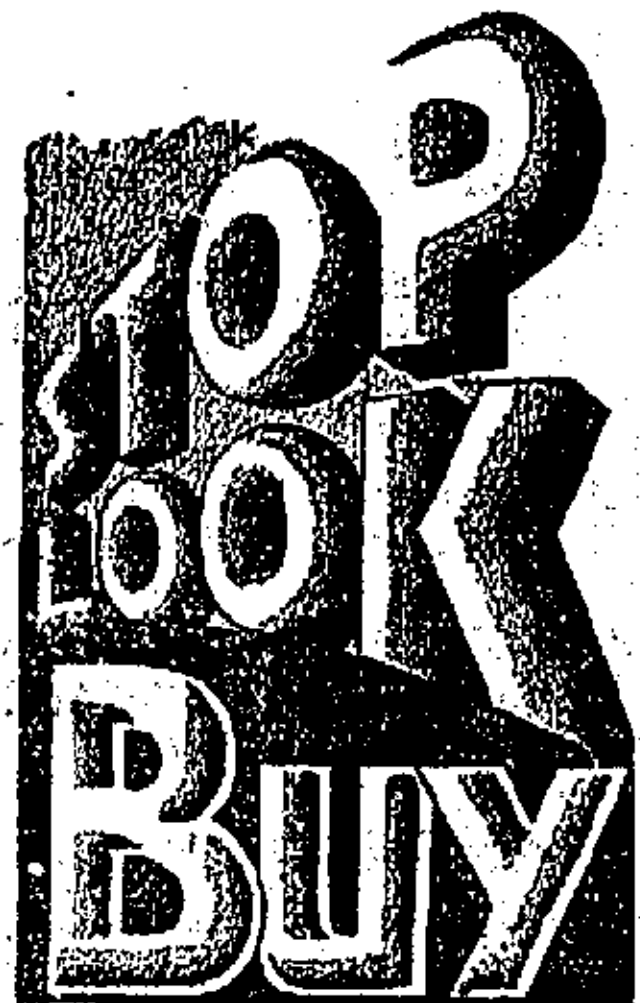
Well dressed men are now buying coloured collars and shirts, but they want these collars STARCHED and POLISHED; after all there is nothing to beat a well fitting stiff collar; they are much cooler to the neck than the clinging soft collar.

The large manufacturers are starting to boom their sales of starched collars this year.

Buy 1/2 a dozen, then when they are soiled, send them to us. Special methods are now used to make the tie slip easily and prevent cracking at the fold.

SANITARY LAUNDRYMEN, DYERS & DRYCLEANERS.
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Hong Kong, Thursday, Aug. 1, 1929.

"REDS" GENERAL STRIKE

Though August 1 has now come round—the day, it will be remembered, especially suggested by the Moscow Soviet for the holding of an international general strike—it is perhaps too soon yet to state definitely whether or not the suggestion was acted upon to any great extent. It is not unlikely that it will, as have so many other Moscow schemes, prove abortive and lead to little else than a round-up, here and there, in various parts of the world, of some of the more impulsive of the Soviet's paid agitators and a few of their hired underlings.

The manner in which the Moscow Soviet issue their decrees, communicates or whatever term they apply to their announcements, is naive in the extreme. It is, of course, the direct outcome of their colossal conceit and belief in the "rightness" of their cause—the maintenance and glorification of the so-called working classes, the down-trodden proletariat, the poor wage-earning "under-dog" of this wretched capitalist system and civilisation of ours.

In the opinion of the Soviet and their deluded followers nothing can be said sympathetic enough of the proletariat—the unlucky "landless"—just as nothing can be said harsh enough of those having property, no matter how small in amount it may be. And those who are not of the "Reds" must, they believe, necessarily be against them. Thus the Soviet "Red" fiat goes forth far and wide in such fulminations as

those suggested or ordered for to-day. Luckily for law, order and good government generally, Moscow gives plenty of notice or warning of its intentions. It is at least a week since the international general strike order was issued, and in the interval the Police authorities of Paris, Berlin, Sofia, Shanghai and elsewhere have made good use of their time and opportunities to round-up and arrest as many "Reds" as they could lay their hands on. Thus, simply, were many notorious agitators snapped up before they could do much, if any, harm.

Moscow's fulminations are rapidly becoming farcical and were it for the fact that the Soviet, in every capital and elsewhere, unquestionably have a number of paid agitators in their service, who appear to be so much embittered against society generally, and, having nothing to lose, are willing to stake "their all," their fulminations would hardly be worth noticing. It is to these flotsam and jetsam that the Soviet mainly make their appeal, send their money, and rely upon to stir up trouble. Some day, perhaps, some Russian will be strong enough to overthrow this frothy bubble of a Soviet and put his countrymen on a sound basis, politically and economically. Until then the Moscow Soviet must be regarded as enemies of society generally and, as Moscow's hand is against every man, every man to the extent of his power and opportunity should do his utmost to frustrate the activities of those misguided creatures, corrupt enough to accept Soviet gold and weak enough to imagine that they can do something to harm civilised society.

The Chairman of the Chinese Mission to Lepers, Hong Kong Auxiliary, gratefully acknowledges a donation of \$200 from the Hong Kong Football Association.

Chan Yuen, a fitter employed at the Kowloon Docks, was yesterday afternoon taken to the Kowloon Hospital suffering from injuries to his head, received whilst working a winch shaft in the engine room.

Wong Kam-tsun, a workman employed at the Taitoo Sugar Refinery, was admitted to the Government Civil Hospital yesterday afternoon suffering from a fractured arm, caused by a fall from a ladder whilst the man was fixing an electric lamp.

An undertaking from collieries in the district to start weekly deductions from miners' wages in repayment of relief granted on loan in the 1926 mining dispute has been received by the Doncaster Board of Guardians.

CORRESPONDENCE.

RAIN-MAKING EXPERIMENTS

[To the Editor of the "China Mail"]
Sir,—The Colony of Hong Kong has suffered from an unprecedented deficiency in rainfall during the 12 months ended June 30, 1929, with consequent distress to the population, owing to water shortage.

Amongst the many suggestions received from the public by the local Government was the proposition that powdered kaolin, sprinkled from aeroplanes above suitable clouds, would induce precipitation; the method was stated to have been employed with success in other countries. After discussion with other Government officials, I made the following recommendation:—

"I consider that the experiment might reasonably be attempted once. I have little doubt of its failure, but this avenue of relief may then be considered sufficiently explored and be definitely closed thereafter."
My personal opinion is plainly expressed in the foregoing; had the Government refused to countenance the experiment, however, there would have remained a feeling in the public mind that one possible solution of the water problem had not been tried. The experiment was made by the unit of the R.A.F. stationed here, and no precipitation occurred.

The reports in the local Press are now being commented upon by journals outside the Colony, usually with the implication that this Observatory was responsible for the inception and conduct of the experiments. This was not the case; the experiments were authorised by the Government to discount any subsequent criticism. No belief in a materially successful result was held by the administration or its advisers, including my colleagues and myself.

Yours, etc.,

C. W. JEFFRIES,

Acting Director, Royal Observatory.

Hong Kong, July 31.

DRINK
EXSHAW
BRANDY"PUNTI CHICKENS"
"OLD" BIRDS SUPPLIED TO A RESTAURANT?

CLAIM FOR DAMAGES

References to "our humble firm" and "your respectable firm"—these being common passages in documents in the vernacular—were quoted in the Supreme Court this morning from a contract for the supply of old punti chickens to a Chinese restaurant.

A case in summary jurisdiction was heard by the Paines Judge (Mr. Justice Wood) Mr. F. H. Losby appeared for the Wo Ping Tung Kee Restaurant Co., Ltd., No. 206, Des Voeux-road Central, plaintiffs; and Mr. M. K. Lo for the Fook Kee Lan, No. 54 poultry stall, Central Market, defendants.

The claim was for \$598.80 damages for breach of contract.

On March 18 defendants entered into a written agreement to supply the restaurant with chickens for one year, "sufficient quantities to be supplied for use, each day at the distinctly agreed price of 44 cents per catty." (Note: A catty is about 1 1/3 lbs. avoirdupois.)

After April 9, Mr. Losby alleged, defendants refused to supply further. At that time, according to his case, prices went up. Plaintiffs bought from day to day when prices continued high and, on June 21, when prices returned to normal, contracted for another year's supply.

Plaintiffs had discharged their responsibility, under the circumstances, of buying to the best advantage and thereby minimising the damages suffered by them, Mr. Losby added.

Effect of War
Plaintiffs' manager gave evidence, *inter alia*, that supplies by defendant ceased when war broke out between Kwangtung and Kwangsi, and, hence, no ships came down from Wuchow with chickens.

This witness was subjected to a long cross-examination by Mr. Lo who said that he did not wish to embarrass him with questions about his company's financial standing.

Defendants' suggest that plaintiffs should have paid every 10 days but had failed to do so. Witness said that his restaurant did not have to pay until about the end of the month following the month in which the deliveries were made.

Length of Credit
Mr. Lo also revealed that among the witnesses for defence would be a former chairman and the present chairman of the Poultry Merchants' Guild of Hong Kong. He drew attention to the new contract entered into between plaintiffs and a third party in June in which payment every five days was stipulated. Witness replied that this was a special and not ordinary contract.

Mr. Lo put it to witness that well-established customers were given only a month's credit by the poultry dealers and that new customers had to settle in five, seven or ten days. Witness differed.

The case is continuing.

MR. T. POLLARD

DEATH FROM TYPHOID
FEVER

A SHORT ILLNESS

Typhoid fever has claimed another European victim in the person of Mr. Thomas Pollard, representative in Hong Kong of the North-East Marine Engineering and Shipbuilding Co., who died at the Kowloon Hospital yesterday, after an illness which lasted a week.

Mr. Pollard's death was particularly sad because he was to have left for home in about ten days' time, the business which brought him here having been completed.

A native of South Shields, England, Mr. Pollard came to Hong Kong especially to superintend the repairing of the engines of the "Ruby Castle," which is at present in the Kowloon Docks. The engines were built by Mr. Pollard's firm, and he had a part in its construction.

Much sympathy will be felt for Mr. Pollard's widow and three sons at home.

LATE MR. H. J. LOVE

FUNERAL SERVICE BEFORE
CREMATION

ASHES GOING HOME

The funeral rites of Mr. Hector Jack Love, wireless superintendent of Messrs. Butterfield and Swire, whose death at the Peak Hospital on Tuesday was reported yesterday, were performed at the Protestant Cemetery, Happy Valley, last evening.

The Very Rev. A. Swann, D.S.C., M.A., officiated in the Cemetery Chapel, and after the service, which was largely attended, the remains of Mr. Love were removed for cremation. It is understood that the ashes will be sent home.

Those present at the service included Messrs. F. W. James and J. H. Little, who acted as chief mourners, Mrs. Whiteley, Capt. Kennedy, Capt. Johnson, Messrs. J. McHutchon, D. Lyle, C. C. Nelson, W. E. L. Miller, F. A. Kemp, A. Hicks, W. C. Innes, I. Day, J. L. Adams, J. R. Kinghorn, A. J. J. Martin, R. H. Cousins, R. H. McIntyre, W. Bell, J. Whyte, W. Kerr, T. Young, J. B. Chapman, W. O. Warnock, C. G. Roberts, and I. F. Grant.

By request, no floral tributes were sent.

LATE MR. H. P. WHITE

LEFT SHIPPING BUSINESS TO
BROTHER

OTHER LOCAL ESTATES

Probate of the will of Mr. H. P. White has been granted to his brother, Mr. A. H. White, by the Supreme Court.

Mr. H. P. White, it may be remembered, died suddenly on February 28. His estate in the Colony, excluding his interests in the business of Messrs. Douglas Lapraik & Co., of Hong Kong, Amoy and China, is valued at \$37,200. A number of legacies are mentioned in the will in addition to a clause which bequeaths the business of Douglas, Lapraik and Company to Mr. A. H. White "without payment."

Edith Ellen Randall
Estate in the Colony amounting to \$26,600 and net personally at home to the value of \$13,567 18s. were left by Edith Ellen Randall, formerly of No. 5 Carysfort-road, Boscombe, England. She died on January 7, 1929, and re-sealing of the probate has been granted to Mr. D. J. Lewis, of Messrs. Johnson, Stokes and Master.

Deceased made a number of bequests of a family nature and a gift of \$200, free from legacy duty, to the Society for the Prevention of Cruelty to Animals.

Chinese Widow's Estate
A Chinese widow, Cheng Lam Shi alias Lam Mui, who died at Yung Mak village, Chung Shan, on March 28, left estate in the Colony worth \$22,900. Probate has been granted to her son, Cheng Him-pui, of No. 155, Temple-street, Yaumati.

BATHING FATALITY

POLICE CONSTABLES AND
FIRST AID

CORONER'S INQUEST

At a Coroner's inquest held yesterday at the Kowloon Magistracy into the circumstances attending the death of a young Chinese who was drowned in a pond at Lai-chikok-road, it was mentioned that two Chinese constables saw the accident and as they had had no knowledge in first aid and artificial respiration they were unable to offer any assistance.

Sub-Inspector Hoare told the Coroner that Asiatic constables were taught first aid. The class was started about four years ago and up to now only about 70 per cent. had qualified. It was difficult to instruct the whole force of Asiatic constables at the same time as some of them were posted in out-district stations. He thought the remaining 30 per cent. would pass their course in first aid soon.

After formal evidence had been given, the enquiry was adjourned.

ANOTHER POSTAL BAN

Peking, Yesterday.
The French-owned "Journal de Peking" was refused mail privileges this morning, on orders from the National Government of China, in Nanking.—Reuter.

P'RAPS—
P'RAPS NOT!

Jiggs: "Why do they call those Indians 'braves'?"
Jaggs: "Haven't you ever seen their squaws?"

"Yes, Jones is suffering from a nervous breakdown. There's a rookery in front of his house and the noise of the birds upset him terribly."
"I see—caws and effect."

Jones supplied Mrs. Smith with eggs every week. It so happened he was unable to deliver them personally one week, so he sent his son.

On his return Jones asked for the money for them. The lad replied, "There was no one at home, so I put them through the letter-box."

Fond Mother: "What are you crying for, Bertha?"
Bertha: "We are playing at weddings, and Tommy threw rice all over me!"

"Oh, you mustn't cry for that; it's to bring good luck to the bride!"
"But what Tommy used was pudding!"

Motor Salesman (after trial run): "She runs to your entire satisfaction, sir, doesn't she?"
Client (a plumber): "Arl a mo'! Let's see if she goes back all right."

A mutilated gentleman stamped furiously round the bath room, expressing himself in most ungentlemanly fashion. His wife came to investigate.

"What's the matter, dear?" she asked.
"This razor will cut nothing but skin," he roared.
"That's funny," his wife replied, "for I opened a tin of peaches with it yesterday, and it cut beautifully."

Author: "Yes, I am doing very well. I make jokes, and my wife makes pictures for them."
Painter: "With me it's the opposite. I make pictures and my wife jokes about them."

On his tour of the district an inspector of schools appeared before a class of girls. He wrote upon the blackboard "LXXX." Then peering over the rims of his spectacles at a good-looking girl in the front row, he asked:

"Young lady, can you tell me what that means?"
"Love and kisses," said the girl.

Some ambitious young men, who were gathered together in an exclusive little club of their own were discussing "genius" one night.

"The man of genius must climb the ladder," said one of the company with enthusiasm.
"You are right," said another, who had had more experience of the world. "We have a genius in the house where I lodge. He climbs the ladder to the garret!"

On little Cissy's first visit to church she was much interested in everything she saw. She seemed particularly to admire the surpliced choir. When she got home her father asked, "Well, Cissy, and what did you see?"

"Ooh, daddy," she said, "it was beautiful! There was a lot of little boys, and they was all made out of old vicars."

A lady entered a gramophone dealer's shop and asked for a certain record to be played over. When this had been done, she asked, "Is that an electrically-recorded disc?"

"Yes, madam," answered the assistant. "All records are now electric."

"Then," said the lady, "it's no use to us; we've only got gas laid on!"

The man and the girl were sitting out a dance, and for some time there had been silence between them. "You know," he said at last, "that every evening, before I go to bed, I write down my thoughts in my diary. Interesting, don't you think?"

"Oh, most," she answered. "How long have you been doing it?"

"About a couple of years," was the reply.

"Indeed!" said the girl sweetly. "Then you must have the first page nearly full."

Goodness knows how many feet beneath him...

He measured the distance with a practised glance. Such a drop might prove fatal, a fact particularly galling to him, as he had no small skill in the rope-making trade.

His mind ran back over his past. He thought of his elder brother in the Air Force, and of his sister, clad in silk, who had been so cold and stiff lately. That in itself was a bad sign. One of these days she would break out; and then...

Many, many feet beneath him...

A sudden tremor passed through his little body, and he moved forward a fraction of an inch. His eyes bulged. He was a caterpillar, and he had come to the edge of the leaf.

CANTON ITEMS

TRICK PLAYED ON NEW CITY CLOCKS?

CONFLAGRATION AT HONAM

Canton, Yesterday. The public was looking forward yesterday to the functioning of the electric clocks which now embellish the crossings of the main thoroughfares of the city. Great was the disappointment when it was learned that some mischief makers had cut the wires of some of the clocks, thereby putting the whole system out of order.

Repairs are being made and it is hoped that in a few days all the city clocks will be working.

Fire in Honam

At the moment of writing, a fire-cracker store on Honam island (opposite the city) is on fire. The fire-crackers are going off and can be heard distinctly on the Canton Bund; the sound resembles the booming of distant cannon.

A big crowd is assembling near the premises to watch this unusual fire, which is fortunately being checked by a downpour of rain, otherwise the flames might spread to a much larger area, there being very poor facilities on the Honam side to deal with fires.

[Another report says that three buildings were gutted, there was no casualty and the damage is assessed at \$100,000.]

A Grenade Factory!

Canton, Yesterday. The exploding of the grenade manufactory situated in the section of the Hoi-tong monastery in Honam at 1.20 p.m. yesterday, caused by contact with lightning, brought a total loss estimated at the value of \$100,000 upwards. The building was totally destroyed by the fire which followed the explosion.

The local fire brigade was early on the spot and much credit is due for their successful efforts to keep the fire from spreading to other buildings.

During the explosion, rumbling sounds were heard all over the island and on the Canton Bund, which set the inhabitants in some anxiety.

However, not a single casualty occurred in the incident as at the time, all workers and staff officers were out for tiffin.—Nan Chung Kuo News Service.

District Inspectors

The new members of the Kwangtung Provincial Government met yesterday to consider the question of filling up the several vacant posts. It was decided that in view of the refusal of Mr. Tang Chak-yu to take up the post of Commissioner of Public Construction, the Chairman, General Chan Ming-shu, will temporarily take it over.

After assuming the office of the Commissioner of Civil Affairs, General Chan Ming-shu took steps to improve the organizations of the various districts in the province. Seeing that the district inspectors are stationed in the head office and only despatched in case of need, General Chan has done away with the present posts and appointed travelling inspectors instead, each to be responsible for six districts.

Old Customs to Go

The Old Custom Reform Association met yesterday at the Municipal Kuomintang headquarters, with Mr. Po Chu-liang presiding.

A resolution was passed to ask the co-operation of the Bureau of Public Safety to abolish the worship of the Seven Goddesses on the 7th day of the 7th moon; to despatch representatives to investigate the stores selling joss papers, which, if found, were to be confiscated; and to draw up plans for the prohibition of lavish expenditure at weddings and funerals, of fortune-telling and the use of old fashioned almanacs (or calendar books), and to request the local papers to refuse to insert advertisements relating to fortune-telling or similar callings.

Bank Notes

In reply to the petition of the Canton Chamber of Commerce to release old bank notes, which the Government had put under bond during the Kwangsi-Kwangtung campaign, the Canton Government said that since the Central Bank is now redeeming all the old notes, the release of the notes under bonds will be effected in due course, with payment of interest as originally promised.

The old Central Bank notes were quoted yesterday:—
Morning ... Selling 9.75, buying 9.65
Noon ... " 9.70, " 9.60
Evening ... " 9.70, " 9.60
—Canton News Agency.

Exchange Dealers

During the early days of the recent war in Kwangtung, a small group of Hong Kong money exchange merchants came to Canton and opened up five money exchange shops, with a view to speculating in the Central Bank's notes. But, unfortunately, they

"CHARMING LADY"

AGAIN APPEARS BEFORE THE MAGISTRATE

BAIL ALLOWED

Tam Kau-mui (23), the Chinese woman whom Mr. F. H. Loseby (for the defence) described as a "charming lady" on Tuesday, when she was remanded by Mr. E. T. Hamilton for a week on a charge of receiving stolen goods, namely, three jade stones, from a man named Tang Yee-hing, charged with having been concerned in the burglary in the jewellery department of Sincere's, made another appearance before the Magistrate this morning.

Mr. F. C. E. Rendall appeared for the woman this morning and renewed Mr. Loseby's unsuccessful application for bail.

Detective Sergeant Flattery said that the Police had now no objection to bail, but it had to be fairly substantial. He suggested \$500. His Worship gave bail in that sum, and the woman will appear in Court again, together with three other accused—two men and an amah—next Tuesday morning.

A LEGAL POINT

TOBACCO AND WINE ON CHINESE JUNK

The remanded case in which a Chinese is charged with the unlawful possession of tobacco and wine on board his junk in Capismun Pass, was resumed at the Kowloon Magistracy this morning, before Mr. T. S. Whyte-Smith.

Mr. Taylor, of the Harbour Office, stated that it was unlawful to have wines on board in British waters.

His Worship argued that the defendant was not actually stopping at Hong Kong, but Mr. Taylor pointed out that in the Hong Kong Regulations, Sub-section 3, whether defendant was going to stop at Hong Kong or not, if he had had the liquor and tobacco on board he could be prosecuted.

After lengthy argument his Worship adjourned the case for 24 hours, thus giving Mr. Taylor time to consult the solicitor in the matter.

LI CHAI-SUM

GOVERNMENT TO LET HIM GO FREE

OFFICIAL STATEMENT

Nanking, Yesterday. The Central Political Council of the National Government this morning decided to restore Li Chai-sum's freedom.—Reuter.

[Until his detention in Nanking a few months ago, "Marshal" Li Chai-sum was Commander-in-Chief in the Two Kwang provinces. The "Wah Tsz Yat Po" adds that the C.P.C.'s decision is based on the finding that the Kwangsi (faction) army, of which Li Chai-sum was a leader, "has not the opportunity to rebel again."]

S.S. "SUSSEX"

SCRAPPED IN JAPAN

The Union Steamship Company s.s. "Sussex" has been scrapped in Japan. Her master and officers are on the "Arafura" bound for Sydney.

A room, with an area of 2,669ft., to accommodate forty-five typists, is being prepared at the new County Hall extension at Kingston.

had not reckoned upon the Commissioner of Finance who stopped the issue of the new notes, in order to maintain the value of the paper currency, and also in refusing licences to new money exchange shops, so that the speculators from Hong Kong were compelled to "haul down" their signboards and put up new ones, purporting to be of San Francisco firms, under which they are now carrying on business.

Suppression of Bandits
Conditions have begun to return to normal in Kwangsi province. Bandits and robbers who increased in number as a result of the recent war are now receiving attention and their suppression has become an urgent matter to the province. At a recent conference, the Chairman, General Yu Tsao-pak, and General Li Ming-shui, issued an order to all garrison commanders in the different areas to exterminate banditry within two months.

The "Golden Horse"
The repair of the Yunnan "Golden Horse" plane which, it will be remembered, hopped off last week on a flight to Nanking but had to return on account of engine trouble, is now completed. Yesterday a trial flight was made satisfactorily. As soon as the Chief of the Yunnan Aviation Bureau, General Liu Ngai-fu, returns from Hong Kong, the "Golden Horse" will once more attempt its cross-country flight.—Canton News Agency.

JELAI CONCESSION

SIR HUGH CLIFFORD TO BE CALLED

INTERESTED PARTIES

Kuala Lumpur, July 19. For the first time since the sensational news of months ago the Jelai Concession affair came up before the Court of Appeal yesterday for argument and was continued to-day and adjourned till to-morrow, says the "Straits Times."

This was an interlocutory appeal by the plaintiffs, the Burma Malay Tin Co., Ltd., from the judgment of Mr. Justice Thorne, who refused an application in Chambers, made on June 25, by plaintiffs to add the names of the Maharajah Perba Jelai, the Raja Perak Tin Co., Ltd., Mr. John Herald Irving and the Sultan of Pahang as co-defendants.

Mr. V. D. Knowles, with Mr. F. A. Briggs, appeared for appellants and Mr. W. G. W. Hastings for the respondents.

The Court consisted of the Chief Justice and Justices Farrer-Manby and Stevens.

Mr. Knowles commenced by explaining the reason why only the State of Pahang was mentioned as defendant in the plaint. That was according to procedure which had to be followed in bringing a suit against the Government where the Chief Secretary had to nominate a person on whom the summons could be issued. Hence it was impracticable to add other people as defendants. Mr. Knowles argued at length to-day setting out the necessity for joining the persons named as defendants. Plaintiffs could not anticipate the defence and the lat-

DRINK ALLSOPPS BEER

ter raised the issues on which he relied in his appeal. Mr. Knowles read the defence excepting certain paragraphs and pointed out that all the parties mentioned as interested in the suit should be joined as defendants. He cited several cases in support of this.

Malay Experts

In the course of the argument the Chief Justice mentioned, for the guidance of counsel when the action came up for trial, that they should not rely on any special knowledge which the judge might possess of Malay or anything else, but should prove custom, etc.

Mr. Knowles said that Malay experts had been approached.

Mr. Hastings said that Sir Hugh Clifford, who knew Pahang and the land in question more than anybody else, would give evidence as a witness.

Mr. Hastings, in opposing the appeal, contended that the principle in law was that no person would be joined as a defendant unless the plaintiffs alleged a cause of action against him or claimed some relief. In the present application, the plaintiffs nowhere in their application alleged a cause of action or claimed any relief against people whom they now wanted joined as defendants. All that plaintiffs wanted was a declaration of title. Plaintiffs could ask for a declaration regarding their own rights, but not regarding the rights of other people. The suit as against the State of Pahang was properly brought because the Government refused to give plaintiffs a title and disputed their rights.

Quarter of Pahang Leased

The facts of the case were that the Daton Maharajah Perba Jelai granted a lease, in what might be termed delightfully vague terms, to John Herald Irving, who proceeded to split it up into two parts, one of which he gave to the Raja Perak Tin Co., Ltd., which was recognized and the larger territory outside of that, constituting about a quarter of Pahang, he gave to plaintiffs on lease. It was this larger area which was in dispute. What plaintiffs wanted now was to get their lessor to become a defendant whereupon Mr. Irving would sit by the side of the other defendants, admit plaintiffs' claim and have a right to cross-examine plaintiffs' witnesses and generally to embarrass as much as possible the other defendants.

In the course of a long argument between the Chief Justice and Mr. Hastings regarding Mr. Irving's position the Chief Justice expressed the view that Mr. Irving was greatly interested in the sublease and plaintiffs were probably right in trying to make him a defendant. His Lordship thought from a practical point of view, ignoring for the moment legal doctrines entirely, the Government would strongly insist on joining all these people as defendants so as to obviate future litigation on the same cause. His Lordship asked whether Mr. Hastings objected to Mr. Irving being added because he would have an opportunity of cross-examining plaintiffs' witnesses.

Mr. Hastings replied that he objected because legally Mr. Irving could not be joined. Mr. Hastings drew his Lordship's attention to a statement made by Mr. Knowles that the Maharajah Perba Jelai from whom the title of the land

"RED THURSDAY"

SIGNALLED BY A RED GLARE

POLICE IN AMBUSH

London, Yesterday. Europe's "Red Thursday," staged by Moscow as an anti-war protest on the fifteenth anniversary of the beginning of the Great War was signalled by a red glare at two o'clock in the morning at Sarajevo, "the cradle of the world war" where the railway workshops were set on fire apparently by Communists.

There are also reports from Sarajevo of the death of a Communist who was supposedly conducting the police to a secret Communist printing press. He led them into an ambush. The police, however, killed the "guide" and themselves escaped.

There have been 500 precautionary arrests of Communists in Poland, 100 in Jago-Slavia, hundreds in Greece, scores in Roumania, 64 in Bulgaria, and 40 in France.

Demonstrations were forbidden in Finland, Switzerland, and Turkey.

A machine-gun cordon was established round Prague, Czechoslovakia.

Precautions in Paris

Paris, Yesterday. Most elaborate precautions were taken against disorders, 30,000 troops standing by to reinforce the police, and a hundred lorries ready to transport flying squads. Aeroplanes were detailed to circle the city. Vans equipped with wireless patrol the streets.

Forty-eight foreigners were deported.

Thirty-one bombs were found in the corridor of an hotel.—Reuter.

IN OTHER PLACES

CHRONICLES FROM JAPAN TO JAVA

The engagement is announced, and the marriage will take place at Taiping, on October 18, between Captain Cecil Steven Sullivan, 1/20th Burma Rifles, and Miss Margaret Nancy Preece, second daughter of Mr. and Mrs. Arthur Preece, Wimbledon, and Dunster, Somerset.

According to the Peking Chinese press, General Feng Yu-hsiang has decided to send his wife to Yuncheng, instead of personally visiting Shansi, to have an interview with Mrs. Yen Shi-shan and to express thanks for the courtesy General Yen, accompanied by his wife, recently extended to General Feng in coming all the way to Yuncheng to meet him (General Feng)—"Toho."

By a decision of the Central Executive Committee which was reached at a recent session of the 2nd General Meeting of the Committee, the regulations for the suppression of opium and other narcotic drugs must be strictly enforced. The responsible Central and Provincial authorities charged with the enforcement of the opium suppression measures are ordered to devise appropriate methods whereby the opium evil in the country will be effectually uprooted.—"Kuo Min."

A large quantity of reactionary and communist literature was seized by the Shanghai Municipal Police in a raid made on a Chinese dwelling house at 417 Hardoon Road. The raid was made on a Provisional Court warrant. A student of the College of Arts, an educational institution in the French Concession, was found on the premises and was arrested on a charge of possession of inflammatory literature with intent to distribute same.

PETTY THEFTS

At the Kowloon Police Court this morning before Mr. T. S. Whyte-Smith Tam Sai (22) of Nam Hoi and no fixed abode, was sentenced to six months' hard labour for the theft of two Chinese jackets, one umbrella, and one water pipe (all valued at \$12) from 972 Canton-road.

Leung Yung (23), of Nam Hoi, was sentenced to three weeks' jail for stealing from Shanghai-street two glass jars valued at \$1.40.

Because he had saved the borough hundreds of pounds by increasing the water supply, the Richmond Council has increased the salary of its water engineer by £100 a year.

was derived was the Sovereign Ruler of Jelai. Counsel said that this point had never been raised before and he argued that if Mr. Knowles so contended then he had no right to come to court. If the Maharajah was an independent Ruler then he was not a subject of Pahang or consequently of a Federated Malay State and therefore the F.M.S. Court had no jurisdiction. Counsel asked the Lordship to record his statement. Further argument will be resumed to-morrow.

NEW ADVERTISEMENTS.

BANK HOLIDAYS

IN Accordance with Ordinance No. 5 of 1912, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, 5th of August.
Hong Kong, 30th July, 1929.

NOTICE.

AGENTS and OWNERS are notified that SHIPPING SUPPLIES OF WATER are available through the Water Boat Companies at the usual rates.
By Order,
H. S. ROUSE,
Secretary,
Water Emergency Committee.
Hong Kong, August 1, 1929.

NOTICE.

SANITARY DEPARTMENT

OWING to the Suspected Presence of Rabies in that part of the New Territory adjacent to Chinese Territory members of the public are reminded that NO DOG may be brought to another part of the Colony from the New Territory except by the written permission of the Colonial Veterinary Surgeon.

This Regulation applies to dogs taken into the New Territory on bathing picnics by launch or motor car.

WALTER J. E. MACKENZIE,
Colonial Veterinary Surgeon.
30th July, 1929.

PUBLIC AUCTION.

THE undersigned have received instructions to sell by Public Auction

ON WEDNESDAY, August 7, 1929, commencing at 11 a.m., at No. 42, Humphreys Building, Kowloon

A Quantity of VALUABLE HOUSEHOLD FURNITURE.

(Catalogues will be issued.) On View from Tuesday, August 6, 1929.

Terms—Cash on Delivery. LAMMERT BROS., Auctioneers.
Hong Kong, August 1, 1929.

SHADOWS BEFORE.

COMING EVENTS ANNOUNCED IN "CHINA MAIL"

Social Functions
To-day—Dinner Dances at Hong Kong Hotel and Peninsula Hotel, 8.30 p.m.

Aug. 29—At European Y.M.C.A. Kowloon, Flannel Dance, 9 p.m.

Entertainments

To-day—Queen's Theatre: "Our Dancing Daughters."

To-day—World Theatre: "Steamboat Bill, Jr."

To-day—Star Theatre: "Tracked by the Police."

To-day—Majestic Theatre: "Tea for Three."

Lammerts' Auctions

Aug. 2—At Sales Room, Duddell-street, postage stamps, 5.15 p.m.

August 2—At Tai Kok Deck, Quarry Bay, about 1,000 life belts, 3 p.m.

Aug. 7—At Sales Room, Duddell-street, valuable leasehold property (situated at Shamoen, Canton), 3 p.m.

Aug. 7—At 42, Humphreys Building, Kowloon, household furniture, 11 a.m.

Sport

Aug. 15—At European Y.M.C.A. hard courts, knock-out tennis tournament, 5.15 p.m.

Land Sale

Aug. 6—At P.W.D. Offices two lots of Crown land at Prince Edward Road, Kowloon, and Yaumati.

Home Mail

To-day—Inward from Europe via Suez ("Kashmir").

Miscellaneous

Aug. 10 and 24—European Y.M.C.A. bathing picnics.

The body of Edith Spinner, aged 16, was found washed up by the tide near the ruins of Sandown Castle, St. Deal. She had been missing from her home at Deal for four days.

A wreath was laid at the Cenotaph by the members of the Indian Central Committee, a body appointed to collaborate with the Simon Commission in Britain.

OLD TAYLOR

AGED BY TIME

\$1.00 COLUMBIA \$1.00

DANCE RECORDS

AT

ONE DOLLAR

EACH.

DURING AUGUST.

SEND FOR LIST.



\$1.00

\$1.00

ONLY 5 lbs. of ICE for 24 hours.



REGISTERED TRADE MARK No 449198

The guarantee of additional comfort and pleasure.

SEE THAT YOU HAVE ONE.

CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies Ordinance of Hong Kong).
Prince's Building, Ice House St. Tel. C. 75.

NEWLY ARRIVED!

REAL HABANA CIGARS.

HENRY CLAY:

Panetelas 25's \$9.50 per box
Jockey Club 25's 9.50 " "
Londres Finos 25's 7.75 " "
Bouquet de Salon .. 25's 6.25 " "

LA CORONA:

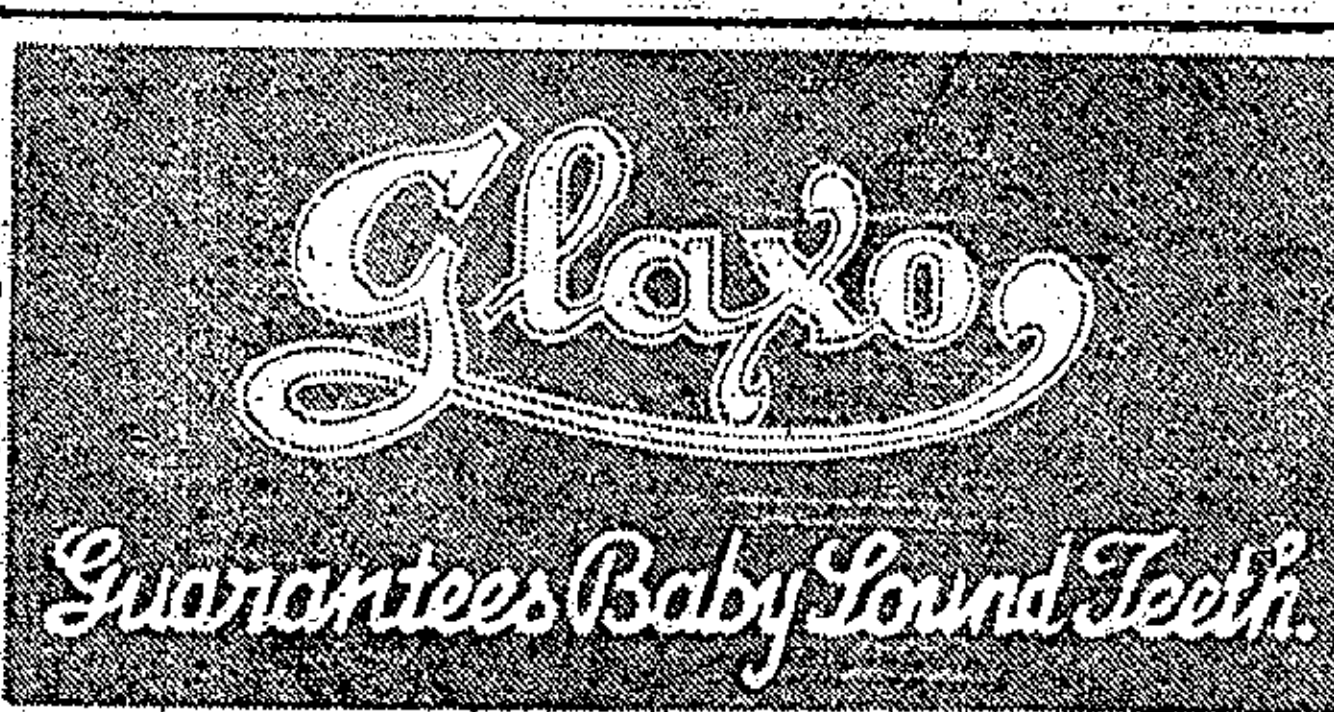
Coronas 25's \$21.50 per box
Half-a-Corona 25's 11.25 " "
Celestiales Chicos .. 25's 10.75 " "

EL AGUILLA DE ORO "BOCK Y CA":

Excelentes 25's \$8.25 per box
Portenas Finas 25's 7.00 " "

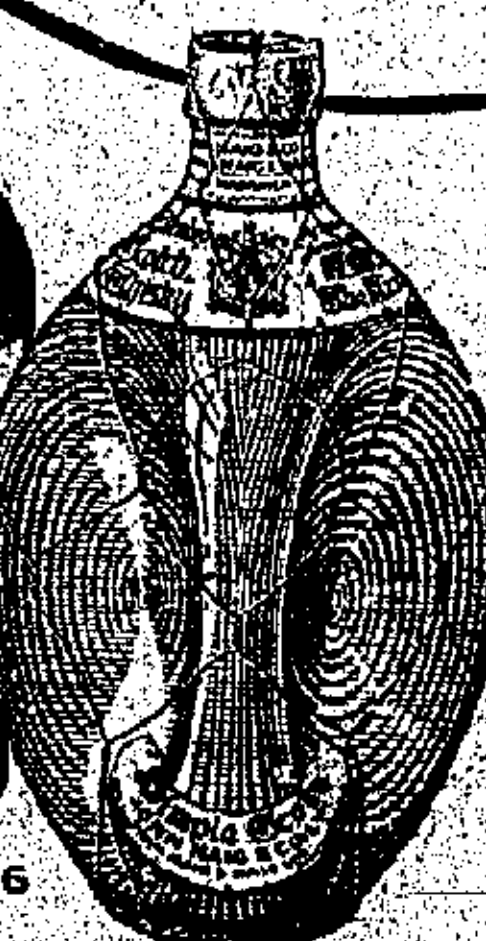
TABAQUERIA FILIPINA

Asiatic Building, Queen's Road C.



Guarantees Baby Sound Teeth.

The Whisky of Quality from the oldest distillers in the world

SOLE AGENTS:

GANDE, PRICE & CO., LTD.

St. George's Building, Ice House Street,

Tel. C. 185

HONG KONG.

TYPHOON MAP

OF THE CHINA SEA



The Landsman's
Handy Guide
to Locating the
Centre of a
TYPHOON

Price 40 Cents.

NOW ON SALE AT THE PUBLISHERS
THE NEWSPAPER ENTERPRISE LTD.
China Mail Office, 3A, Wyndham Street.

CHY LOONG.

NEW SEASON PRESERVED GINGER.

Best quality—Prompt attention to Exporters.
Office:—231, Queen's Road Central, 2nd floor. Tel. Central 2530.
Factory:—500-504, Canton Road, Yaumatei. Tel. K. 889.

Drama--

Nothing like it before
Nothing like it again

SEE this most thrilling of all pictures:
Share Romance with Eliza and Harris;
Cry with Little Eva; Laugh with Topsy
and Lawyer Marks; Sympathize with
Uncle Tom! Thrill to the spirit of a
picture that will live forever!

THE GREATEST HUMAN DRAMA EVER SCREENED

UNCLE TOM'S CABIN

A
TREAT
FOR
YOUNG
AND OLD
ALIKE!

SHOWING AT THE
QUEEN'S SUNDAY TO WEDNESDAY.
Special Times, 2.30, 5.00, 7.15 & 9.30
ALWAYS BETTER PICTURES AT THE QUEEN'S
JUDGE FOR YOURSELF ON SUNDAY

LONDON-INDIA

DAILY INSTEAD OF WEEKLY
AIR SERVICES

London, July 11.
The "Daily Mail" publishes an
article from their aeronautical cor-
respondent, declaring that the of-
ficial system of dealing with the air
mail is wrong.

He advocates the despatch of an
aeroplane from Croydon to India
daily, while, instead of subsidising
an aeroplane which can carry a ton
of mail to fly 5,000 miles with a
quarter of a ton, the Post Office
should cut tape and ensure that
a ton of first-class mail is despatched
by that machine.

Letters appear in the Press to-
day alleging that owing to the poor
publicity given by the Post Office
regarding the Indian air mail little
is known even to merchants and
others directly connected with In-
dian business.

The "Daily Mail" features the
message regarding the "States-
man's" comments on the delay in
India.

BOOTH MEMORIAL

STATUE OF GENERAL AND
WIFE UNVEILED

London, July 8.
At the General William Booth
Memorial Training College, erected
by the Salvation Army at Denmark
Hill, London, at a cost of \$371,000,
the Prince of Wales unveiled the
statue of General William Booth
and his wife Catherine. The idea
of the memorial was conceived by
a non-Christian, the late Sir Ratan
Tata, who, when he learned of
General William Booth's death,
cabled from India suggesting a
memorial and promising a lakh of
rupees.

The creche for children on the
beach at Hastings was opened on
July 3.

OLD TAYLOR

AGED BY TIME

"BELGOL" CASE

ALLEGED MONEY FOR
A JOB

DEFENDANT'S EVIDENCE

This morning at the Kowloon
Magistracy, before Mr. T. S. Whyte-
Smith, the Chinese tailor in the case
in which he is alleged to have ob-
tained \$500 in the pretence that he
would find another Chinese a job
on the "Belgol," was examined by
Mr. F. C. E. Rendall.

Mr. Rendall: What is your
occupation?—Tailor.

Do you know complainant?—I
know him.

Do you remember complainant
coming to your house?—Yes.

What did he come for?—Com-
plainant came to look for Ching
Ming-shu.

Is Ching Ming-shu a friend of
yours?—Yes; sometimes he gives
me work to do.

What work does Ching Ming-shu
do?—Also a tailor.

Does Ching Ming-shu go on board
ship?—He has been on a ship.

And what happened?—On one
Monday morning complainant came
to my house to look for a job.

Did Ching Ming-shu see complain-
ant?—Complainant came first, then
Ching Ming-shu came.

Did anything take place between
complainant and Ching Ming-shu?—
Yes. I saw complainant give a let-
ter to Ching Ming-shu and then they
both ran away.

Did Ching Ming-shu ask him what
to do?—Complainant told Ching
Ming-shu to give the letter to some-
one on board ship.

What ship?—The "Belgol."

Do you know what date?—On
July 8 I was at Canton and this
happened on July 9.

On July 9 and 10 where were
you?—I was at home doing some
work.

Much to do?—I had many orders
from outside.

Were you at any time on the Star
Ferry on either July 9 or 10?—On
the 9th and 10th I never went out.

On the 9th or 10th did complain-
ant give you any money?—No,
never.

After the 8th what was the next
time that you saw complainant?—I
never met complainant till July 15.

Was that the day he went to your
house?—Complainant came with his
brother and four other friends.

Were those the three who came to
you?—Three came and three others.
[Case proceeding.]

COCKTAILS

VIEWS OF PRIMITIVE
METHODISTS

A SUBTLE DANGER

The statement that there had
been a decrease in the number of
Bands of Hope and in the member-
ship partly caused by the growth
of new juvenile societies such as
Scouts, Girl Guides, and similar
brigades with attractive uniforms
was contained in a report on ten-
perance at a session of the Prim-
itive Methodist Conference at
Tunstall, Staffordshire.

The Rev. Sam Rowley, of Brad-
ford, said he thought they ought
to be alive to the fact that the
liquor trade was adopting many
methods that were most subtle.
Unless their young people were
educated and made alert they might
be caught in the mesh.

"Think of the dangers of the
modern cocktail habit," said Mr.
Rowley. "That is very subtle, and
the latest development is that cock-
tail bars are being installed in cer-
tain modern houses. In some
places they are putting them up in
the attic, and in others down be-
low. That is the real peril. It is
considered infra dig for certain
classes of society if you have not
a cocktail bar."

"We have not to face, thank God,
the problem of drunken folk tum-
bling about our streets. That was
the problem that our fathers suc-
cessfully combated. Are we equal
to attacking the modern forms of
this peril? We ought to tell our
young people that whatever the
taste might be of cocktail drinking,
and however fashionable, there is
within the cocktail fifteen to thirty
per cent. of alcohol, which is three
or four times the strength of an
ordinary man's drink."

Dealing with the constitution of
the new Parliament, Mr. Rowley
said that of four hundred members
of English constituencies, two
hundred had expressed themselves
as definitely in favour of tem-
perance reform. On the other
hand, of 150 who at the election
pledged themselves as favourable
to the trade, at least half of them
had been beaten at the polls.

In a discussion on the housing
problem, a resolution was carried
urging all the churches to press
forward schemes for the erection
of new houses in suitable areas at
reasonable rents for families now
living in overcrowded slum areas
in conditions quite unworthy of a
Christian civilisation.

About \$30 was stolen during a
daylight raid on an ice-cream dis-
tributing depot at Reading.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—

Bank, wire 1/11 1/2

Bank, on demand ... 1/11 3/16

Bank, 30 days' sight

Bank, 4 months' sight 1/11 1/2

Credits, 4 months'

sight 2/- 1/2

Documentary 4 months'

sight 2/- 1/2

On Paris—

On demand 1197 1/2

Credits, 4 months'

sight 1272 1/2

On Berlin—

On demand —

On New York—

On demand 46 1/2

Credits, 60 days' sight 48 1/2

On Bombay—

Wire 129 1/2

On demand 129 1/2

On Calcutta—

Wire 129 1/2

On demand 129 1/2

On Singapore—

On demand 83 1/2

On Manila—

On demand 94

On Shanghai—

On demand 32 1/2

30 day's sight (private

paper) —

On Yokohama—

On demand 100 1/2

Gold Leaf, 100 fine

(per tael) —

Sovereigns (Bank's

buying rate) 10.00

Silver (per oz.) 24 5/16

Bar Silver in Hong

Kong 2 1/2 % dis.

Copper Cash Nominal

Copper Cents 3 % Prem.

Rate of Native In-

terest 7 % p.a.

Chinese Sub. Coin 32 1/2 % dis.

Hong Kong Sub. Coin Par.

MINDEN DAY

(Continued from Page 1.)

All four of these garrisons, how-
ever, were surprised and captured,
and Marshal de Contades who com-
manded the French Army took up a
very strong position just outside
Minden, with the town on his left,
a morass in front, a steep hill to his
right and a rivulet in rear.

A Successful Ruse

He despatched part of his force
under the Duke of Broglie to take
up position between Hauberg and
Minden while another force, under
the Duke of Brissac, occupied the
village of Caveldt to protect his
rear and keep open the road for his
provisions to be brought up.

Prince Ferdinand now determined
to try conclusions with the enemy,
but, seeing the position they had
taken up was well nigh impregnable,
realised he must entice the enemy
out and meet them in the open.

For this purpose he decided to
adopt a clever ruse, which proved
entirely successful.

Leaving an isolated corps under
General Wangenheim in camp, he led
out the whole of the rest of the army
on July 29, took them a short march
to the south west where he halted
and established his Headquarters at
Hille, guarded by the 6 Regiments
of British Infantry.

A Rose Garden

Marshal Contades now, seeing as
he thought a small isolated enemy
post, with the rest of the allied army
dispersed some considerable distance
away, and taking into account the
fact that his rear was being
threatened by a small allied force
which was successfully harassing
his lines of communication, decided
to leave his strong position and at-
tack the post.

Accordingly he advanced into the

Plain of Minden with 50,000 men.

Prince Ferdinand, hearing from a
couple of deserters that his plan had
been successful, retraced his steps to
attack the enemy, with his
force formed up in 8 columns,
Cavalry on the flanks and infantry
in the centre.

Unfortunately Lord George Sack-
ville, who commanded the right wing
cavalry, failed to advance, so that
the six British Infantry Regiments
who formed the next column, became
the right flank. During this ad-
vance the British Infantry column
passed through a rose garden,
whereupon all the men picked roses
and wore them throughout the
battle.

The Day Gained

Prince Ferdinand now ordered
that the signal for further advance
would be the beating of drums.
Generals Waldegrave and Kingsley
who commanded the British In-
fantry mistook their orders and began
to advance forthwith, rapidly and in
perfect order, entirely alone and
unsupported straight upon the
French Cavalry in spite of a terrific
cross fire from 60 cannons, which
was mowing down men and forming
great gaps in their ranks.

No Messenger or Aide-de-camp
could check their advance which con-
tinued for over 200 yards until
seven squadrons of French Cavalry
bore down upon them. The scarlet
hussars then stood firm, waiting
till the enemy were about 10 yards
away, discharged volley at them,
which strewn the ground with men
and horses, causing the squadrons to

T.T. on London 1/11 1/2

T.T. on Shanghai 82 1/2

Banks

H.K. Bank \$1265 n

H.K. London Reg. \$125 1/2 n

Chartered Bank \$19 1/2 n

Mercantile A. & B. \$32 1/2 n

Mercantile C. \$15 1/2 n

P. & O. Bank \$29 1/2 n

Bank of East Asia \$20 1/2 n

Insurance

Canton Insurance \$630 n

Union Insurance \$326 1/2 n

North China Insurance T160 b

Yangtze Insurance M\$50 n

China Underwriters \$2 s

China Fire Insurance \$310 b

H.K. Fire Insurance \$770 n

Shipping

Douglases \$27 1/2 n

H.K. Steamboats \$24 1/2 n

H.K. Tugs & Lighters —

Indo-Chinas (Pref.) \$47 1/2 b

Indo-Chinas (Def.) \$70 a

Shell Transports (old) \$2/6 n

Shell Transports (new) —

Union Waterboats \$22 s

Mining

Benguet \$3.10 b

Kailan Mining Ad. \$3/6 n

Langkats (comb.) T15 n

Langkats (single) T9 1/4 b

Shanghai Explorations T24 s

Shanghai Loans T4 1/2 n

Raub \$8 1/2 b

Tronoh Mines 21/- b

Docks, Wharves, Godowns, &c.

H.K. & K. Wharves \$127 1/2 n

H.K. & W. Docks \$82 1/2 b

China Providents \$4.30 b

Hongkew T175 n

New Engineerings T73 b

Shanghai Docks T132 b

Cotton Mills

Ewo Cottons T14.90 b

Oriental Cottons T2.30 b

Shanghai Cottons (old) T78 1/4 b

Shanghai Cottons (new) T45 b

Lands, Hotels & Buildings

H.K. & S. Hotels \$8.35 b

H.K. Lands \$61 1/2 b 62 s

Shanghai Lands T147 b

Humphreys' Estates T13 1/2 b

H.K. Realities \$3.15 b

H.K. Territorials —

Prince's Buildings —

Public Utilities

H.K. Tramways \$18 1/2 n

Peak Trams (old) \$11.80 n

Peak Trams (new) \$6.05 n

Star Ferries \$64 n

China Lights (comb.) —

China Lights (old) \$13 b 13 1/4 s

China Lights (new) \$13 sa

China Lights 1928 issue \$12.90 n

H.K. Electrics (old) \$55 1/2 b

H.K. Electrics (new) —

Macao Electrics \$26 1/2 n

H.K. Telephones \$7 n

China Buses T14 1/2 b

Singapore Traction 11/-

Singapore Pref. 20/- b

Sandakan Lta. \$2 1/2 s

Industrials

China Sugars 95 cts. n

Malabon Sugars \$27 n

Canton Ices \$2.10 n

Cements (comb.) \$9.05 b 9 1/4 s

Cements (old) \$7.70 b

Cements (new) \$1.40 n

H.K. Ropes (old) \$7 s

H.K. Ropes (new) —

United Asbestos \$5 b

Stores, &c.

Dairy Farms \$19 1/4 n

Watsons \$11.90 n

Dez A. Wings 80 cts. n

Lane Crawford's \$13 n

Mackintoshes \$18 b

Sinacres \$12 b

Wm. Powells \$28 s

Miscellaneous

H.K. Amusements \$26 b

H.K. Constructions \$1.55 b

Sport Columns

FOOTBALL

ACRIMONIOUS DISCUSSION ON CHARITY MATCHES

PROPOSAL TURNED DOWN

The proposal to play a series of matches for charity during the "off season" was turned down yesterday at a meeting of the Council of the Hong Kong Football Association after some acrimonious discussion. Mr. R. Hall presided.

It appeared that Sub-Inspector F. T. James was approached with regard to arranging a charity competition. He wrote a letter to the Council informing them of the project. Eight Clubs were circulated before the matter came before the Council. It was to this action that the Council objected to at yesterday's meeting.

Disapproved

The Chairman said that the question had been discussed at the previous meeting of the Council when the Hon. Dr. R. H. Kotewill offered a cup for competition. It was then decided that they had enough charity cups and they could not go any further with the proposal. Dr. Kotewill's offer was declined.

Mr. J. Ormiston concurred with the Chairman. Sub-Inspector James thought it was deplorable to have acrimonious discussion on a charitable subject. The Council occupied an important position in the football world and they must be in supreme control, and therefore they must not stand on false dignity.

The Chairman said that the spirit of the rules had been violated by the action taken.

Mr. James asked if the Council would say there was no room for a competition between August and September. It had never been put to the Council.

The Chairman—Yes, it was put to the Council last week. Sub-Inspector James proposed: "That this meeting has no objection to the St. Vincent de Paul Society running this charity competition so long as they abide by all rules and regulations governing football in this Colony."

Mr. J. S. Shak seconded. Mr. R. K. Duncan commented on what he said Sub-Inspector James had taken upon himself on behalf of the Society. In his opinion Sub-Inspector James's duty first of all was to go to the Council.

The Chairman asked why Sub-Inspector James had not circulated the Council, to which he replied that he wrote a letter to the Secretary. He had asked the Clubs and they must know that they could not play without the consent of the Association.

Mr. Holland said that the letter was most emphatic on that point as dates of commencing and finishing were given. Sub-Inspector James replied that they were only proposed dates.

Mr. Holland pointed out that the Association had always done their best for charity, had done more than others, and if the records were searched they would find that the Society of St. Vincent de Paul had benefited in the past.

Not Popular With Council

The Chairman put the proposition to the meeting. Only Sub-Inspector James and Mr. Shak, the proposer and seconder voted for it.

RUGBY FOOTBALL

ENGLISH UNION'S AID FOR STRUGGLING CLUBS

Some remarkable figures were disclosed when the balance sheet and statement of accounts was presented at the annual meeting of the Rugby Football Union at the Hotel Metropole, London. There was a balance on the match account of no less than £27,170, 15s. 2d.

The net profit on the England and Wales match at Twickenham was £12,361, 6s. 4d., and on the England v. Ireland game on the same ground, of £11,719, 8s. 2d. The trial match at Newcastle yielded over £240, but that at Camberne produced rather less than £40, while the England v. The Rest at Twickenham showed a profit of £1,067, 13s. 9d. The total match account balance was less than

BOXING

PANFILO DISQUALIFIED FOR HITTING LOW

HEAVYWEIGHT CONTEST

Brussels, Yesterday. In the European heavyweight boxing contest, the Belgian, Pierre Charles (holder) retained the title in his match against Panfilo (Italian), who was disqualified in the ninth round for hitting low.—Reuter.

BUD WALLEY FAILS AGAINST MIZLER

When Bud Walley met Moe Mizler at the Clapton Stadium on June 25 he was defeated on points over six rounds. It was the second meeting between the two, Walley being disqualified in the third round of what was to be a fifteen-round contest on May 19.

"Boxing" has the following account of the fight:—"Moe Mizler (St. George's) beat Bud Walley (Singapore) on points. This, the curtain raiser, was fully as bright as anyone could have wished. Mizler however, was not only the better boxer, but the speedier of the pair. He went well into the lead during the three opening rounds and later, when Walley began to apply pressure, kept his left going sharply and accurately to run out a winner by a very large margin."

In an earlier announcement of the fight, the same paper states: Moe Mizler has long been identified as a bundle of fireworks. He has been matched over eight rounds with Bud Walley, the little volcano from Singapore. Bud arrived in Britain with the hope of winning the fly-weight title and if he has not approached very near to this goal, he has at least sent the blood sizzling through the veins of thousands of admirers. Mizler cannot hope to gain anything in speed of action, since the lad from Singapore is, if possible, even more impetuous than he is himself.

WATER POLO

THE V.R.C. OVERWHELM KOWLOON

The "B" teams of the V.R.C. and Kowloon, met in a water polo League match at the V.R.C. last evening. It proved to be a decidedly one-sided affair in favour of the home players from the start. Kowloon was overwhelmed to the tune of 10 goals to nil.

In the first half Pereira (2) and Lawrence (3) were the scorers. Five more goals were added after the resumption, the scorers being Lawrence (2), and Pereira, Faraita and Remedios one each.

The Kowloonites showed a lamentable lack of combination, and throughout the game never succeeded in getting within "striking distance" of the Victorians' goal.

in the previous season. The balance on the revenue account was £10,708, 5s. 7d., as against £16,853, 13s. 7d. in the season of 1927-8. This was largely due to a big increase in the payment for income tax and Corporation Duty.

The balance-sheet as at April 30, 1929, showed liabilities amounting to £13,139, 12s. 8d. On the assets side, the valuation of the Twickenham property, less depreciation, is written down as representing £28,347, 12s. 6d.

Probably the most interesting item in the accounts comes under the heading of loans on mortgage to clubs, which amount to £43,312, 5s. 9d., no less a sum than £15,920 having been advanced during 1928-29. It will readily be realised, therefore, the great amount of good the Rugby Union is doing in making use of their profits in helping clubs to purchase their own grounds, the money being advanced at the purely nominal rate of interest.

TEST CRICKETER

AUSTRALIAN TRIBUTE TO J. C. WHITE

"TIRELESS WORKERS."

Mr. M. A. Noble is not only one of the greatest all-round cricketers of his own or any other time; he is also one of the keenest and best-informed critics of the game. When, therefore, he gives it as his decided opinion that J. C. White "undoubtedly played the leading part in the downfall of Australia" during last winter's struggle for the "Ashes," such an expression of opinion becomes impressive.

"The stalwart farmer-cricketer," says Mr. Noble in his new book, *The Fight for the Ashes 1928-29*, "was the great rock and standby of his side and one of the most tireless workers with muscle and brain that this or any other English team of cricketers has ever possessed."

Dominating Accuracy

"His machine-like effort, unswerving purpose, and dominating accuracy were accountable for so much timidity and indecision on the part of his opponents that, until

BOORD'S

GIN

IS THE BEST.

the last Test, he reduced them to a condition of nervous tension and sapped their virility and courage to such an extent that very few, if any, ever did themselves justice when opposed to his mentality and guile."

This is a great tribute to the famous Somerset captain and bowler, and coming as it does from the "enemy" camp it is all the more impressive. Mr. Noble also confirms the wisdom of those English selectors who saw in J. C. White the necessary foil to the spearhead attack of Tate and Larwood.

But Mr. Noble is equally generous in his praise of the M.C.C. team as a whole and of its captain. Of A. P. F. Chapman he writes: "He never let his side down when the need for advice or control was necessary. He negotiated all barriers with apparent ease, and ultimately carried his side to triumph, a triumph such as has not been equalled for many years. That he had a splendid team to direct cannot be doubted; that he got the best out of it is certain."

Hobbs and Sutcliffe

To Hobbs and Sutcliffe, England's great opening pair, Mr. Noble pays a glowing tribute. Now that Hobbs has probably played in his last Test match against Australia, Mr. Noble asks: "Will Sutcliffe be able to maintain the standard of his play without Hobbs? I doubt it. Yet it must not be imagined that all the influence exerted in that great partnership came from Hobbs. The younger man out of his youth and courage was frequently able to help the older, to stimulate him to greater effort, to inspire him with enthusiasm and freshness of desire, to remind him of his own great past, to take the burden of the strike when his partner was fatiguing."

Hobbs, on the other hand, was the tactician, the experienced stroke artist, observer of cause and effect, the master batsman who was able, out of his years, to teach and encourage the younger partner in the firm. . . . It may be that Sutcliffe, thrown entirely on his own resources, will develop into a greater cricketer than he has been, that he will take on the role of teacher to the new junior partner in the firm. Whatever the outcome of the change we shall never forget what a tremendous asset the association of the Surrey-Yorkshire pair has been to English cricket."

Other Pen Pictures

Here are other pen pictures of the English players:—Hammond.—A far greater batsman than I expected. He is a batsman, a hitter and a stroke-maker rolled into one.

D. R. Jardine.—He is all grace and never palls. . . . other bats-

LAWN TENNIS

THE WIGHTMAN CUP TOURNAMENT

U.S. "FIRST" AND "SECOND"

New York, Yesterday. For the Wightman Cup tournament, to be held at Forest Hills (New York) on August 9 and 10, Helen Wills and Helen Jacobs have been selected for first and second positions, respectively, in the American team against the British team.—Reuter's American Service.

BILLIARDS

KEENLY CONTESTED GAME

A keenly contested game was played at the Buffalo Club on Wednesday evening between a team from the Ch. and P.O.'s Recreation Rooms and the Buffalo Club. The Ch. and P.O.s won by 45 points. Scores:—

Ch. and P.O.s.

Petherick	150
Newcombe	150
Fox	150
Smith	150
Moody	149
Povey	112

Buffalo Club

Vallis	125
Price	127
Stevens	132
Freeman	132
Griene	150
Oxenham	150

816

SINGAPORE BASE

NEW ZEALAND VITALLY INTERESTED

THEIR CONTRIBUTION

Wellington, N.Z., Yesterday. In the House of Representatives today Sir Joseph Ward, replying to a question said that New Zealand had already contributed £250,000 towards the cost of the Singapore Base.

The Government attached the greatest importance to the base, and were not willing to reconsider the contribution payable by New Zealand towards its cost.—Reuter.

"ST. LOUIS ROBIN"

BEATS PREVIOUS RECORD BY 7½ DAYS

AVIATORS' BONUS

St. Louis, Yesterday. The "St. Louis Robin's" achievement of 420 hours, 21 minutes in the air beat the previous record by 7½ days. The plane covered a distance equivalent to circling the globe at the Great Circle.

Over 15,000 cheering spectators watched the descent. The airmen were afterwards medically examined and pronounced very fit. They share a \$34,000 bonus.—Reuter's American Service.



"Now The Picture Of Health"

"The picture of health!" That is how her friends describe Miss Vera Barwell, an attractive young lady of twenty, who resides at 12 Queen's Crescent, Lincoln, England. Yet until a few months ago Miss Barwell was so enfeebled by anaemia that she felt life a burden.

"For four years," she said when describing her case recently, "I was very ill. I got into such a state that it seemed too much trouble to do anything. I felt as if I didn't care what happened. My appetite went; I lost weight and got very pale and thin."

"Mother took me to the doctor, who said 'I was run down and anaemic. We spent pounds on medicine, but nothing seemed to do me any good."

"Then we read about Dr. Williams' Pink Pills and I decided to try them. Soon after commencing to take the Pills I felt different altogether. I had more energy and could eat better. And as I continued with them I put on weight. By the time I had taken three bottles of Dr. Williams' Pink Pills I was quite fit again." Now my friends say that I look "the picture of health!"

The secret of the world-wide success of Dr. Williams' Pink Pills for Pale People as a specific for disorders due to poor blood and debilitated nerves lies in their unique formula, the outcome of years of close study and experimentation on the part of a British physician—an M.D. of Edinburgh University, Scotland. Within this formula are contained ingredients of the utmost value in rapidly creating new, rich, red blood and in revivifying exhausted nerves. Furthermore, there is one of such paramount importance that it is recognised by experts in medical science as essential to the sustenance of life itself.

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BRINGING UP FATHER.

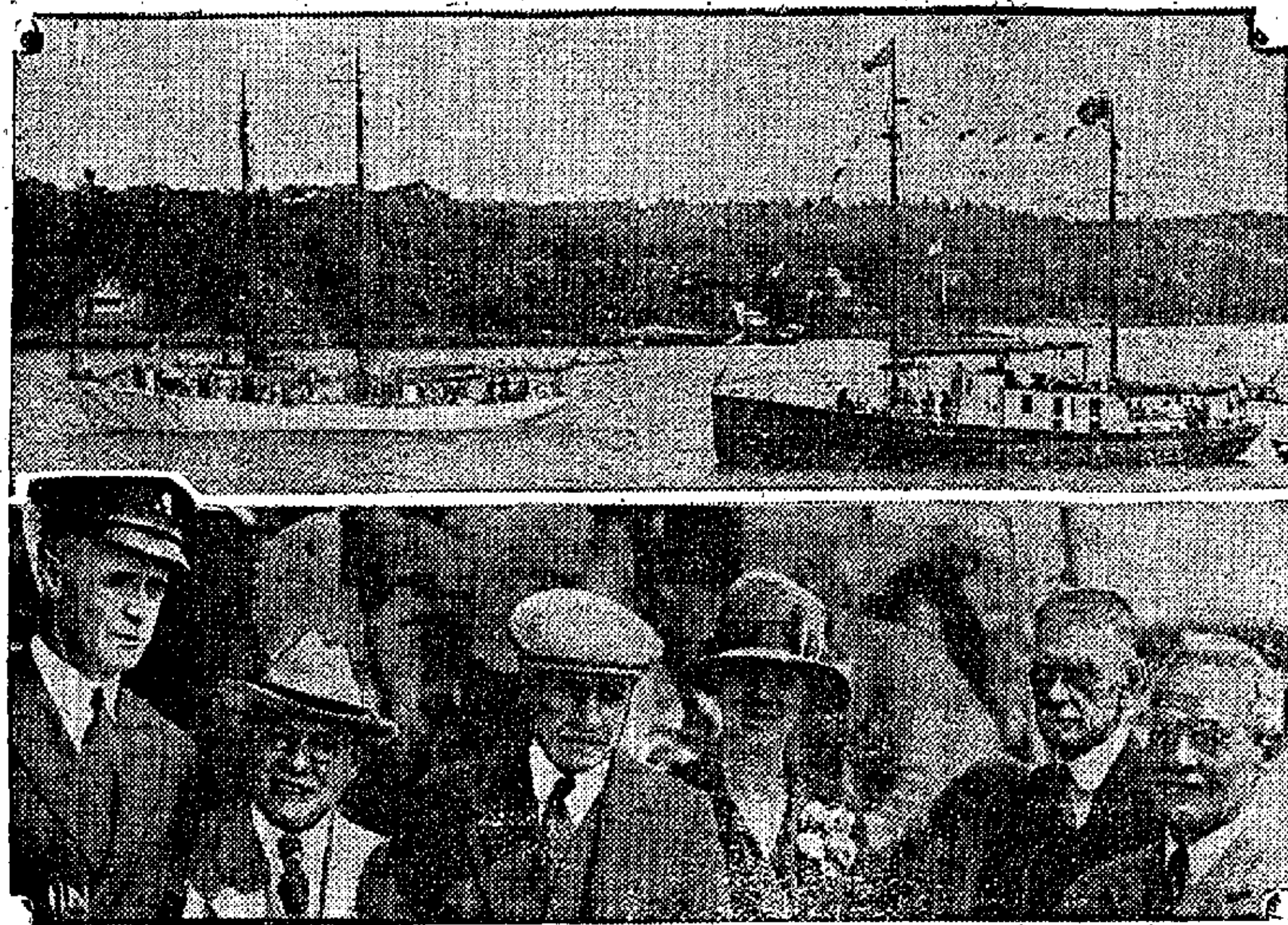
World News In Pictures

Vatican Ambassador



This excellent portrait shows Prince Boncompagni Ludovisi, the new Governor of Rome, who is likely to be appointed the first Ambassador to Pope Pius XI from King Emmanuel of Italy.

Off Again For Arctic Region



The MacMillan and Grenfell expeditions are under way, bound for the far Northland. The MacMillan ship, "The Bowdoin," is at left and "Maraval," Sir Wilfred Grenfell's minor ship, at right, when the vessels left the harbour at Wiscasset, Maine, to the cheers of several hundred well wishers. Left to right:—Lt. Commander Donald MacMillan; Dr. Wm. Kendall, U.S. Superintendent of Fisheries; Dr. Sam Palmer, botanist; Lady Grenfell and Sir Wilfred Grenfell.

Columbia Lions Victorious



Rowing a strong, steady race in the most spectacular of intercollegiate regattas ever held on the Hudson at Poughkeepsie, N. Y., the long ranging crew of Columbia University stroked their way to an undisputed triumph over eight of the best crews in the country. Four of the

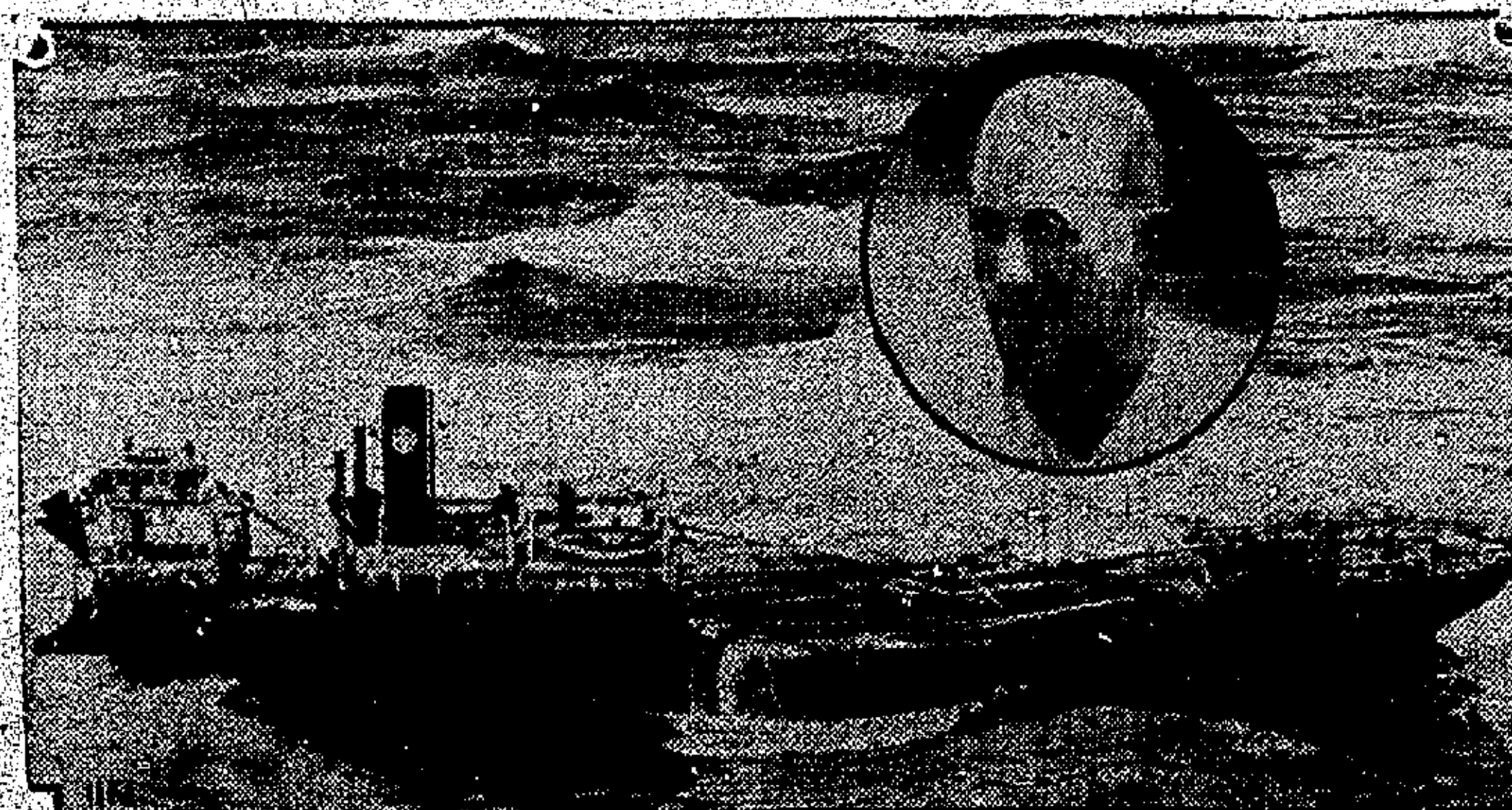
crews, Cornell, California, Syracuse and M. I. T., were swamped in the semi-darkness which shrouded the course due to the late start. Washington is shown coming in second far ahead of Navy which finished third and does not show.

Ford Family Escapes Injury



Two camera men and five passengers were injured by the explosion of a bottle of flashlight powder ignited by an excited photographer who was trying to get pictures of Henry Ford, motor magnate, and his family. Left to right, above, are Henry Ford, his two grandchildren, and Mr. and Mrs. Edsel Ford. None of the Ford family was hurt and gave what assistance they could to the injured.

Coast Guard In Thrilling Rescue



This remarkable aerial view of the wave-lashed and broken freighter, "Laurel," gives an idea of the dangers encountered by the coast guard in effecting a rescue. The steel vessel was torn apart in a driving sea in the rock-studded mouth of the Columbia River off the Oregon coast; the disaster and the rescue

of the crew making thrilling chapters in Pacific Coast history. Captain Louis Johnson, master, remained on his ship alone for two days through a terrific storm which threatened to wreck a portion of the ship on which he remained.

First on State Duty



Immediately following the signing of the pact between Italy and the new Vatican State, the Swiss Guard of the Vatican became soldiers of the State. The guard above was the first one to be assigned to his post on sentry duty.

Claims Altitude Record



Pilot Willy Neunhofer, of Dessau, Germany, claims to have flown his Junker 'plane higher than any one else. His record is claimed to be 41,000 feet where the bursting of his oxygen tube nearly cost him his life. His 'plane dropped 22,000 feet before he regained consciousness and got it under control.

Future Edison?



Hermann Robinson, aged 17, high school boy of Venice, California, tops the list from which California will select a boy to compete for the honour of working with Thomas A. Edison. According to his instructors, young Robinson is a "wizard" in science already.

May Fly to Europe



Lt. Knud Von Clausen-Kaas, Danish aviator, is testing various safety devices before attempting the hazardous flight from New York to Copenhagen.

Atlantic Flyers



Captain Sebals, top, and Major Idzikowski, below, were forced down off Portugal on their first attempt to fly the Atlantic.

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1929 ISSUE

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"Who's Who."
- SECTION VI.
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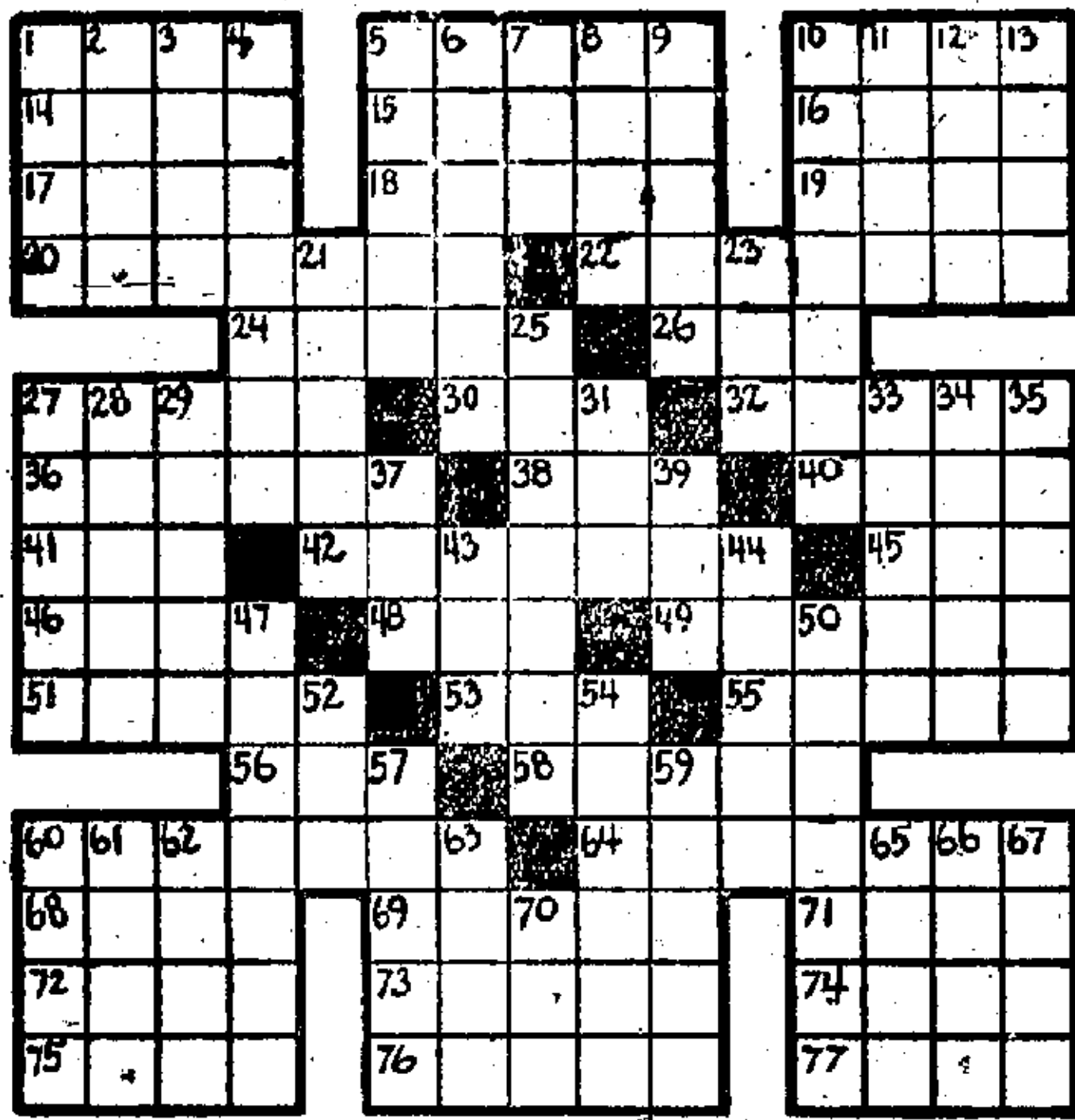
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plover, and altho.)



HORIZONTAL	HORIZONTAL (Cont.)	VERTICAL (Cont.)
1-Goed	55-Soft, lumpy mixture	27-Grants for temporary use
5-Snatches	58-More mature	28-To put forth
10-Fall loosely	60-Yearbook	29-Perform
14-Commanding officer's helper	64-Pertaining to Cornwall	31-American poet
15-Horizontal	69-Volumous	33-Personal servant
16-Peruvian city	71-Plane surface	34-Happening
17-Intercept	72-Cavily	35-Prepared
18-Genus of grasses	73-Road edges	37-A flap
19-Prepare for publication	74-A slope to one side	38-Couch
20-Platform of earth with sloping sides	75-Extends	43-Rent
22-Classifies	76-Gilts	44-Sufferer from loathsome disease
24-Visionary	77-Finishes (pl.)	47-Road of the mouth
25-Hard fruit	1-Game by	50-Heat-producing apparatus
27-Permission granted	2-Ceremony	52-Triumphed
30-Edge	4-Dispossession	54-Notched
32-At no time	5-Island	57-Infants
35-Omit	6-Dialects	58-Sheriff's force of men
38-Blue-jacket	7-Broad street (abbr.)	60-Pain
40-Rage	9-Put to death	61-Mien
41-Without discount	11-Cover	62-Underground animal
42-Native of North Carolina	12-Locate out	63-Fuel
43-Grassy space	13-Small lumps of butter	65-Perla
45-Let fall	21-Well-filled	66-Transmit
46-Boring tool	22-Weave	67-Head coverings
48-Protect	25-Lace to adorn some	70-Combining form
51-Nera trifle		
53-Indite		
55-Glasser's material		

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

LAKE VILLAGES

BEFORE AGRICULTURE AND CATTLE REARING

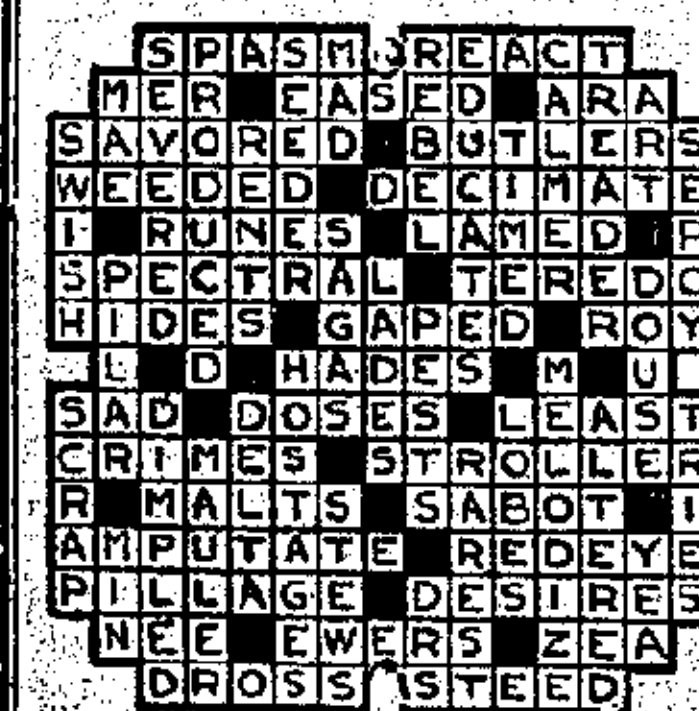
As a recent examination of its banks has shown, the Lake of Constance must have been greatly in favour with the lake-dwellers. The remains of no fewer than forty-eight different villages have been discovered, in the water as well as in the adjoining fields. Ten thousand years ago the surface of the water must have been a dozen feet higher than it is to-day.

One of these villages has been reconstructed for some years and can be visited. It is situated near Uhlenfelden on the German bank. Another, near Sipplingen, is being dug out and reconstructed now. It dates back to a time when man was unacquainted with agriculture and cattle-rearing. The finds are exceptionally rich.

Owing to the projected regulation of the lake, which will render research work much more difficult, the next three years will see the paleontologists very busy at work all round the lake.

Deutsche Corporation has ordered 22,000 tons of Yorkshire coal.

YESTERDAY'S SOLUTION



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island	Feet
Victoria Peak	1823
Signal Station	1774
St. Paul's	1734
Mountain Lodge	1725
The Eyrie	1726
Peak Hotel	1805
Tai Koo Sanatorium	1000
Mt. Davis	877
Bowen Road (Haberda)	297
Mainland	Feet
Taimo Shan	8124
Kowloon Peak	1871

CHARLES DARWIN

NATIONAL SHRINE FOR ENGLAND

ON THE DOWNS

Down House, the home of Darwin, is to be opened to the public. Since the day when Mr. Buckton Browne reading in "The Times" Sir Arthur Keith's announcement to the British Association at Leeds that Darwin's house was about to be sold, telegraphed to the President that he would buy Down House and present it to the British Association in custody for the nation, the newest national shrine has seen many changes. Down House has been transformed.

After Mrs. Darwin's death, the house, though it remained in the possession of the family and indeed passed, with Mr. Browne's intervention, from their hands to the nation's, was occupied by two girls' schools in succession, and not unnaturally the general arrangements had in time been considerably modified. The donor has changed all that. Down House has become Victorian again.

Victorian Atmosphere Retained
The big dining room has been furnished in a manner befitting the period. Here are pictures by Joseph Wright of Derby, who painted Darwin's grandfather, Erasmus, Wright's portrait for instance of Canon Seward, the friend of Erasmus Darwin and the brother of the famous Anne Seward. Another notable piece is a plaque on the wall killing a horse, which is one of the famous plaques made for the artist by the firm of Wedgwood in a larger size than such plaques had ever been successfully made before—and this too has its relevance, for Josiah Wedgwood was both Darwin's uncle and his father-in-law. There is also a painting of Erasmus Darwin's house. With its family portraits, and old furniture, the atmosphere of the room is very much the atmosphere of the eighteenth-century when the Darwins first arrived at Down; that is to say, the pictures are of a slightly earlier period, and the furniture too is of a slightly earlier period, as of course it would be when a prosperous middle-class family set-up house.

"The Old Study"
The drawing-room has been furnished with a great deal of the original furniture which has been gathered from various branches of the family. The couch is here on which Darwin used to lie while his wife read novels aloud or played to him, in the intervals between his working periods. The piano itself has been found in London and is presently to return to Down.

Of all the rooms the most important is what is known as "the old study." Here "The Origin of the Species" was written; the chair and writing board which Darwin used are standing in the accustomed corner. Here is his working table, brought in great triumph from Cambridge, the dissecting table with its curious stool on wheels, the paper knife, the ruler, the pistols Darwin took with him on the Beagle (one is missing from the case—stolen by a Gaucho) and a whole armoury of naturalist tools in a revolving case with curiously devised drawers, which stands beside the dissecting table.

The room has been restored with the help of an old photograph taken by Major Leonard Darwin. Late in his occupation of Down House, Darwin added a wing on the west side, and here he had a new study. The old room in which his most famous work was done was put to other uses. Fortunately in Major Darwin's photograph the large mirror over the fireplace gives a clear reflection of the other side of the room and thus it has been possible to put up the bookshelves according to the original plan. Even the wall-paper has been reproduced.

Domestic Life

Mr. Henry Robinson, the caretaker, by whose courtesy (writes a representative of "The Observer") I was allowed to make a tour of the house, told me with what pains they had stripped off wall-paper after wall-paper till they came to what they thought was the original. This was copied, and when at last it was found that there was still living an old servant of the Darwin household and she came to see the restorations it was heard with great rejoicing that she said she approved. The wall-paper was right. In the drawing-room there hang replicas painted by the Hon. John Collier of his own portraits of Darwin and Huxley.

It is possible now, walking through these rooms, to have a vivid impression of the life the scientist led. On this part of the stairs it is recorded, "he used to toboggan with the children on tea-trays; on that landing he fixed a swing; here, on a table in the middle of the hall, he kept his snuff-jars. He hoped by keeping snuff in such an inconvenient place to break himself of the habit of taking it; but, alas, it is recorded that very often he would jump up from his sofa in the drawing-room, muttering that the study fire might need poking, and, as he

TO-DAY'S RADIO

BROADCAST BY Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.
6.30-6.30 p.m.—Programme of Dance Music. (Records supplied through the courtesy of the Sincere Co., Ltd.)
7.48 p.m.—Evening Weather Report.
8 p.m.—Evening Programme of Chinese Music relayed from the Sincere Co., Ltd. Programme consists of music given by well-known girl singers and the staff of Sincere Co.
10.30 p.m.—Close Down.

JAPANESE ART

WHAT IS OWED TO CHINA

In a sense Japan owes everything to China. But it is in the same sense that the nations of the West may be said to owe everything to Judaea, Greece, and Rome. Only a race of the finest creative gift as well as the finest susceptibility could have been able to do what the Japanese have done; their art, even when most closely following Chinese example, has always in it something of native mood and fibre. That they should have kept so close to Chinese tradition for so many centuries and yet have produced a variation so alive and so continuously and freshly inventive proves their originality as much as it proves their unique docility. It is superficial view which sees in a painter like Ingres only an inferior imitation of Raphael; and it is a superficial view which sees in the art of Japan only an inferior imitation of the art of China.

A certain fastidiousness, a love of scrupulous and cleanly order, belongs to the Japanese character; we find it in their manners, their furniture, in all their workmanship. Taste with them, as with artists like Velasquez and Whistler, becomes no mere negative avoidance but a positive and vitalizing factor. One might, perhaps, compare the Japanese genius in some aspects, with the Latin genius, as it is shown in certain types of Latin and of French poetry, where a telling economy of words and fineness of handling are made to compensate for a slightness or an almost complete absence of matter.—L. Binyon.

STANDARD TIME.

SUNRISE AND SUNSET IN COLONY

Sunrise and Sunset in Hong Kong for August (Standard time of the 120th Meridian, East of Greenwich), are as follow:—

August	Sunrise	Sunset
1	5.54	7.04
2	5.55	7.04
3	5.56	7.03
4	5.56	7.03
5	5.56	7.02
6	5.57	7.02
7	5.57	7.01
8	5.57	7.00
9	5.58	7.00
10	5.58	6.59
11	5.58	6.58
12	5.59	6.57
13	5.59	6.57
14	5.59	6.56
15	5.59	6.55
16	5.59	6.54
17	5.59	6.53
18	5.59	6.53
19	5.59	6.52
20	5.59	6.51
21	5.59	6.51
22	5.59	6.50
23	5.59	6.49
24	5.59	6.48
25	5.59	6.47
26	5.59	6.46
27	5.59	6.45
28	5.59	6.44
29	5.59	6.43
30	5.59	6.42
31	5.59	6.41

passed the table in the hall, there would be the rattle as of a snuff-pot lid.

His day was made up of several periods of about two hours' work in the study followed by a short rest in the drawing-room. He lived a life of almost complete seclusion, seeing few visitors and hardly ever leaving Down. It was the quiet of the place that had originally attracted him. "Its chief merit is its extreme rurality," he wrote. "I think I was never in more perfectly quiet country." Even now his words are not altogether inapplicable. Though the German periodical which announced that Down could only be approached "by mule-track" was inaccurate, the village, though only sixteen miles from London Bridge, is still a little difficult of access. It is served by neither railway nor omnibuses.

Down House, a sturdy eighteenth-century building, with two wings added later, stands almost on the roadside. On the gate-post there has now been placed a slab of Cornish granite, inscribed with a large simplicity, "Here Darwin thought and worked for forty years and died, 1882."

Y.M.C.A.

ARRANGEMENTS FOR AUGUST IN KOWLOON

A FLANNEL DANCE

The monthly "Bulletin" of the Y.M.C.A., Kowloon, gives the following information:

Speakers:—August 4, Mr. J. H. Hunt; August 11, Rev. C. H. Hewitt, M.A., R.N., Chaplain, H.M.S. "Tamar"; August 18, Mr. Y. H. Tsao, M.A., General Secretary, Chinese Y.M.C.A.; August 25, Rev. G. Foster, M.A., Canton Theol. College.

The Association meeting is held in the lounge every Sunday evening at 9 o'clock.

Social and Sporting
A flannel dance will be held at the rear of the Building on Thursday, August 29, at 9 p.m.

Open to ladies. Tickets: Single \$1, double \$1.50.

Tennis Club. A knock-out tournament on the hard courts will be held on Thursday, August 15, at 5.15 p.m.

Open to all Y.M.C.A. members. Bathing parties have been arranged for Saturday, August 10, and Saturday, August 24. Leave Hong Kong at 3 p.m., Kowloon at 3.15 p.m.

Open to ladies. Tickets: \$1.

A NEW PROBLEM

DISEASES THAT FOLLOW IRRIGATION.

Discussing the effects of irrigation on human health in a report issued in mail week by the Empire Marketing Board, Dr. J. F. C. Haslam states that unfortunately the increase of fertility due to irrigation has brought several undesirable factors in its wake.

"Irrigation is followed by the spread of two serious diseases: Schistosomiasis and malaria. The agents of these sicknesses pass certain stages of their life-histories in water and they have increased and multiplied in the new areas made available for them by the conversion of arid desert into well-watered fields and convenient canals.

"Schistosomiasis is caused by a worm, or fluke, which lives in the small veins, and its eggs, which are hard shelled and (in the case of two varieties) spiked, are mainly responsible for the serious effects of the disease. There is evidence of the occurrence of schistosomiasis in mummies of the period 1250—1000 B.C.

"When the eggs of the worm reach the water, they immediately hatch out into swimming embryos, which, if they are to survive, must find a suitable water snail to act as an intermediate host within about twenty-four hours. They develop in the body of the snail and are presently discharged in great numbers into the water. They must then, within forty-eight hours, gain entry into man. The cercariae, as they are called, can penetrate their human host by burrowing through any part of his skin which is immersed in the water or through the mucous membrane of the mouth during drinking."

SUNDAY IN RUSSIA

PLANS FOR SEVEN DAY WORKING WEEK

The Supreme Council of National Industry has ordered all the main State trusts to have their plans ready within three weeks at the latest for abolishing the Sunday stoppage of work in their factories, mines, brickyards, etc., so that plant may be kept working continuously.

The workers will be employed in six-day shifts, such as have already been adopted at the Dnieper-petrovsk (Yekaterinoslav) steel-works and elsewhere. Various exceptions are made for industries with an inadequate supply of raw materials, but, as a general rule, it is hoped to abolish the Sunday cessation of labour soon enough for the result of increased output to be apparent in the autumn trade returns.

The machinery will cease running only on major Red feast days—two days for the First of May, two days for the anniversary celebrations of the October Revolution, and one day for the Paris Commune celebrations.

It is estimated that another 2,500 engineers will be immediately required for the non-stop running of industrial mining plant.

The Limerick Protestant Orphan Society will receive about \$23,000 under the will of the late Mr. K. W. M. Beauchamp, formerly Clerk of the Crown, Limerick.

OLD TAYLOR

AGED BY TIME

THE HONGKONG

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HONGKONG HOTEL: REPULSE BAY HOTEL:
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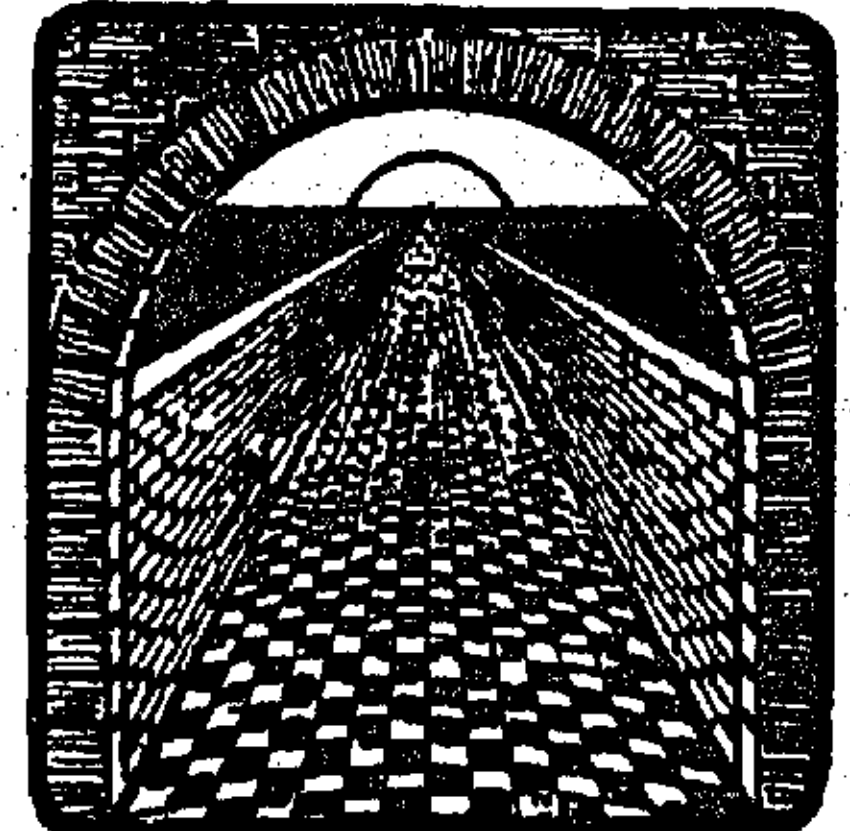
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Delivered to Bowen Road and Lower Levels, \$21.00 per ton.

Delivered to Pokfulam Road, \$23.00 per ton.

Delivered to Kowloon, \$19.00 per ton.



Orders should be sent in writing at least 24 hours before the coal is required.

All orders must be accompanied by Cash, Cheque, or Comprode Order payable to "The Kailan Mining Administration."

THE KAILAN MINING ADMINISTRATION.

Head Office:—TIENSTIN.

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HEAR A WOMAN SWEAR,
BUT CAN YOU BLAME HER?

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THE MOTORISTS' PAGE



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Norton

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Stanley Woods, First
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Speed 69 m.p.h.

BROOKLANDS
200 MILES SIDECAR
RACE
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The only finishers as in 1928.

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Time of day, Solo and
Sidecar.

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J. H. Simpson, First—
Fastest Time of the day
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Most important of all
Continental Reliability
Trials.

Best performance of the
day with Sidecar, and
Team prize with Side-
car, and Team prize—
only team to finish.

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PRIX DE FRONTIERES
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A MACHINE WITH SUCH A FINE RECORD WILL
OBLIVIOUSLY SERVE YOU BEST.

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Let us renew the original beauty of
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THE FAMOUS 175 c.c. SUPERSPORT

Holder of 14 World's Records
including the 24 hours' average
speed of 52 miles per hour.

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Last victories:

TOUR DE FRANCE (4453 Km)

1st

FRENCH BOL D'OR

World's Road Record of 24 Hours
Record Beaten of 138 Km.

1st

ALGERIA GRAND PRIX

1st

THE 500 c.c. SUPERSPORT

GRAND PRIX DE FRANCE (Montlhéry Track)

Won two years in succession 1927, 1928.

average speed 150 Km.

Easy Payment Plan.

THE FRENCH MOTOR CYCLE CO.

46 Nathan Road, Rowloon.

NEW HIGH RECORD

STEARNS-KNIGHT SALES

With June sales and production continuing at the new high pace set during the spring months, officials of the Stearns-Knight Sales Corporation of Cleveland, manufacturers of Stearns-Knight automobiles are confident that the company will break all previous records for the first half of the year.

Announcement in May that sales of Stearns-Knight cars during the first four months of this year more than doubled actual shipments during the corresponding period of last year is given added significance by the fact that sales during May broke all previous records and that the first two weeks of June pushed the peak higher.

Analyzing the factors back of the record demand for its cars, officials of the company pointed to the widespread service and sales facilities of the Stearns-Knight organization which are available to Stearns-Knight owners and the fact that the Stearns-Knight models are available in both the eight and six-cylinder classes. Back of this, too, is the fact that the Stearns-Knight does not bring out drastic changes in its models every year but is one of the few manufacturers in the field which continues its principal lines from year to year with minor changes and refinements, officials said. These cars contain many appointments and an individuality which the so-called "mass producers" of automobiles cannot attain in their volume output, experts in the trade point out.

Along with the greater buying of the standard models in both the six and eight cylinder classes, there has been an aggressive demand for the custom built jobs which created enthusiastic comment at the domestic and foreign shows. Most of these were built by Bruan and Judkins and surpassed in beauty and striking contrasts, anything offered by American or foreign designers.

A TEST FLEET

HIGHEST 1905 TYRE CONTRACT

A sturdy right-hand drive Maxwell was the forerunner of the great Firestone test fleet which today, running on all kinds of roads and under every sort of condition, registers hundreds of thousands of miles.

When Mr. Firestone decided to go into the manufacture of pneumatics—the tiny factory having theretofore produced only carriage rubber or solids—he realized the need of an automobile on which to try-out this new product.

Buys First Car

So he went to Tarrytown, N. Y., purchased a Maxwell car, shipped it to Akron, had it fitted with one of the first sets of tyres the factory produced, and then made an initial trip in it to his Columbian home-stand. No one in that section had ever seen a "horseless carriage" before and the car attracted much attention along the way.

The tyres used, 28 x 3 smooth treads, were known as "mechanically fastened" and the car was put through many severe tests to prove that its tyres wouldn't "come off," would not rim cut, etc. The great Ford contract, about which Mr. Firestone interestingly writes in his famous book, "Men and Rubber," called for this tyre equipment and that it proved most satisfactory is seen in the fact Firestone tyres have been used by the Ford Company ever since.

THE NAKED TRUTH

"Does your fiancée know much about automobiles?"
"Heavens, no! She asked me if I could my car by stripping the gears." — "Contact," in "The Motor."

QUICK AND EFFICIENT REPAIRS

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UNUSUAL TESTS

COMPLETE CIRCUIT OF HOLLAND

Highest honours in one of the most unusual and thorough-going tests for motor vehicles to be held in Europe this year were won by three stock model Studebaker cars in the annual Dutch "Eleven Province Capitals Reliability Trial." The trio of Studebaker was awarded a silver cup, highest award for automobiles, for being the only "team" to complete the 750-mile test without penalty. In addition to the team prize, drivers of the Commander Roadster, Director Sedan and Erskine Sedan each received the "E.P.H.R.III" gold medal and silver medal for excellent performance.

The Province Capitals Reliability Trial received its name from the route followed, which leads through the capital of each province in Holland to make a complete circuit of the country. The test was timed and supervised by the Motor-Bicycle-Club "De Baronie" of Breda. The trial started on April 26, with 114 automobiles and motor-cycles leaving Breda between 6 and 7.30 a.m. The route to be covered was divided into six stages, covering approximately 750 miles, and led through Middelburg, The Hague, Haarlem, Utrecht, Zwolle, Leeuwarden, Groningen, Assen, Arnhem, Maastricht and Hertogenbosch, province capitals. Competitors were required to maintain an average speed of 25 m.p.h. for the entire distance, which was made extremely difficult by the large number of hills and sharp turns encountered on several stages of the run.

Contestants began to arrive in Breda late in the afternoon on the following day. At 6 o'clock, the time limit set for the trial, only 69 of the 114 entrants had completed the test. The winning Studebakers competed in a field of eight American and five European makes of automobiles.

CAR FOR THE POPE

SELECTION OF A FIAT

The recent historic settlement of the Roman question having brought to an end the Pope's voluntary confinement within the precincts of the Vatican, the Fiat Company has offered to His Holiness a six cylinder car fitted with a special limousine body, which will constitute the habitual means of transportation of the head of the Roman Catholic Church.

The chassis is a Model 525. The body, which has been specially constructed and is a very fine example of the coach builder's art, is a six-seater enclosed limousine. The two forward seats are in black leather. The interior comprises two seats facing forwards, the right-hand one being for His Holiness, and two folding seats facing rearwards. The upholstery is in velvet, two shades of dark red being used, with crimson silk trimmings specially woven in Venice. All the metal fittings, such as door handles and window controls, are artistically fashioned and gilded. Inside the car is a gold medalion of St. Christopher, patron saint of travellers, this, as well as the Papal Arms on the panels having been made in Rome and constituting very fine examples of the goldsmith's art.

WHEN FIRST WON'T GO IN

Few things bother novices and experienced drivers alike more than a sticky clutch, which enables first gear to be engaged only by brute force and with a grating noise from the gearbox. The proper course is to ascertain why the clutch does not free and to adopt the obvious remedy, but in some cases the clutch appears to be quite in order, and in that case the reason may be ascribed to an inherent stickiness of the material with which the clutch plates are lined.

If any motorists are bothered with this particular trouble, they will find the following an excellent remedy, says "The Light Car and Cyclecar." With clutch fully depressed, jab the accelerator smartly two or three times. Pause a couple of seconds, and then snick the gear lever into first. The procedure described causes the floating plate, to disengage from the driving members owing to its own inertia.

FOR NEW ZEALAND

STRIKING RISE IN IMPORTS

Striking increases in the importation of motor vehicles into New Zealand followed the improvement, in 1928, of the industrial position of the Dominion.

Compared with 1927, the imports of motor-cars were rather more than 50 per cent. higher than those of the previous twelve months. The comparative totals are:

	1927.	1928
Number	10,871	16,504
Value	£1,663,266	£2,336,299

The United Kingdom manufacturers did not share in the increase to the extent of makers in Canada and the United States. Imports from Britain increased only by about 11 per cent.

Where Britain Lags

With the general marked return to prosperity after a period of depression, motor-car imports into New Zealand during 1928 showed a phenomenal rise. They increased in numbers from 10,871 in 1927 to 16,504, and in value to £2,336,299, as compared with £1,663,266. Imports of commercial vehicles were £429,772, compared with £372,270 in 1927. Of motor-car imports from those from Canada and the United States accounted for 83½ per cent. of the total sales.

The United Kingdom's share of the business is distinctly disappointing, for the increase from 2,128 motor-cars in 1927 to 2,364 last year is only 11 per cent., compared with a total increase of 52 per cent. The commercial figures were similar, Great Britain's share being about 18 per cent. in point of numbers each year, at an average value of £316, compared with Canada's average of £91 and the United States £172.

On a basis of value Great Britain's trade decreased from 26½ per cent. for cars and 33 per cent. for trucks in 1927 to 20 per cent. and 30 per cent. respectively. The bright spot is the motor-cycle, for the number of British machines imported was 2,998, and American 559, the British lead increasing on similar annual totals.

Tyre imports were a shade under £1,000,000, a slight decrease, 60 per cent. of which was Canadian and 20 per cent. British. The total amount of money sent out of the Dominion last year for motor vehicles, tyres, and parts was £4,176,050, which is more than in 1927 but less than in 1926.

Order of Makes

Chevrolet headed the list of registrations for 1928 with 2,341, an increase of 35 per cent. Ford, which was off the market for more than half the year, was next with 2,043, a decrease of 30 cars. Essex

Mobiloil

Make the chart your guide

increased 19 per cent., to 1,843; Chrysler increased 92 per cent., to 1,480; and fifth on the list was the British Austin, which showed a wonderful increase of 100 per cent., to 1,308. Whippet and Dodge followed, and then came Morris with 633, showing an increase of only 4 per cent. This was more than accounted for by fairly heavy imports of used Morris cars. Austin is the only British car making any progress on the market, but as 60 per cent. of these sales are in the 7 h.p. model American cars hardly feel the competition.

Production of the Dominion's primary products has been distinctly good during the past season, and 1929 has opened with excellent prospects for good motor-car business, according to leading authorities in the trade. The difficulty of the British agencies has been to get supplies from the factories. The Morris Minor and Six models were not available for sale at the end of February, and deliveries of small Austins were several weeks behind orders.

Following December's record sales, motor-car registrations in New Zealand in January dropped to 1,550, and for the first time a British car was second on the list. The registrations were:

Ford	261
Austin	195
Chevrolet	162
Essex	115
Plymouth	115
Dodge	77
Whippet	72
Chrysler	47
Pontiac	46
Rugby	46
Nash	46
Buick	40
Morris	38
de Soto	34
Hudson	31

Other English:

Armstrong Siddeley	1
Bean	1
Citroen	1
Hillman	6
Hummer	1
Singer	13
Standard	2
Talbot	1
Swift	1
Wolsley	1
Vauxhall	5
Triumph	1

Commercial vehicle registrations in New Zealand in January numbered 295, and included: Chevrolet 91, Ford 83, International 30, Morris 5, Thornycroft 5, Dennis 3, A.E.C., Bean, and Leyland 1 each.

PRICES SOARING

FORD MAN RETURNS FROM UNITED STATES

Manila, July 26.
Over 2,000,000 of the new model Fords have been sold up to date, according to J. S. Reese, manager of the Manila Trading company, who returned yesterday from a 10-month business trip to the United States.

Mr. Reese also asserted that the tendency in the United States at present is for the price of motor cars to go up. A slight rise in the prices of all makes of automobiles is therefore expected soon.

Mr. Reese spent most of his time in New York, making periodical trips to the Ford factory in Detroit.

He declared that business conditions in the United States are not as good as could be expected due to the great amount of talk on the much discussed tariff question.—Philippines Herald.

The FINEST TYRE

FISK

HAS EVER BUILT

FOR MILEAGE

FISK RUGGED ALL-CORD

This greatest FISK is surpassing all FISK records of excess MILEAGE. Depend on the FISK for sure traction, easy steering and safe braking under all conditions—in every way it offers super tyre service, unsurpassed by any tyre made to-day.

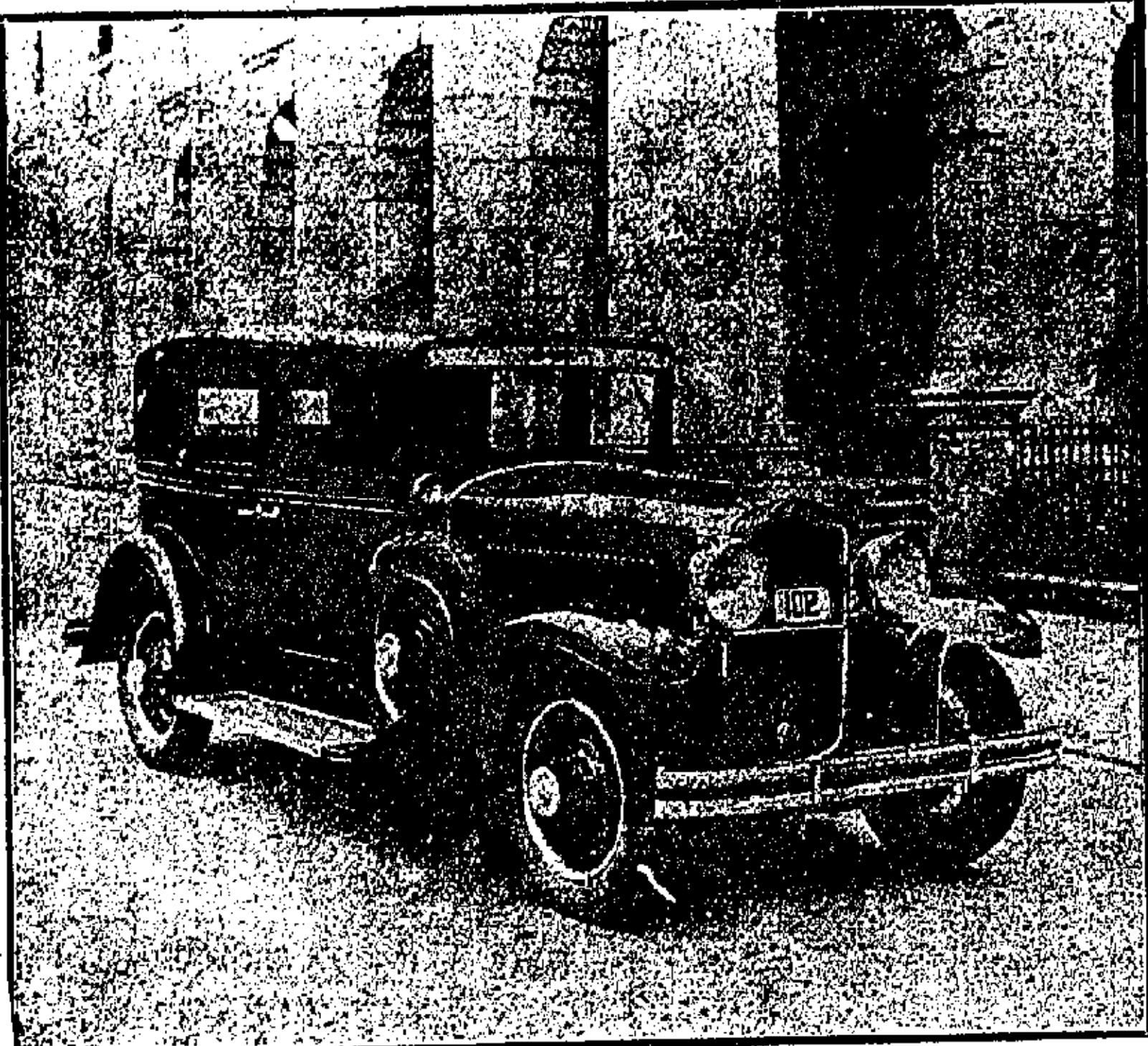


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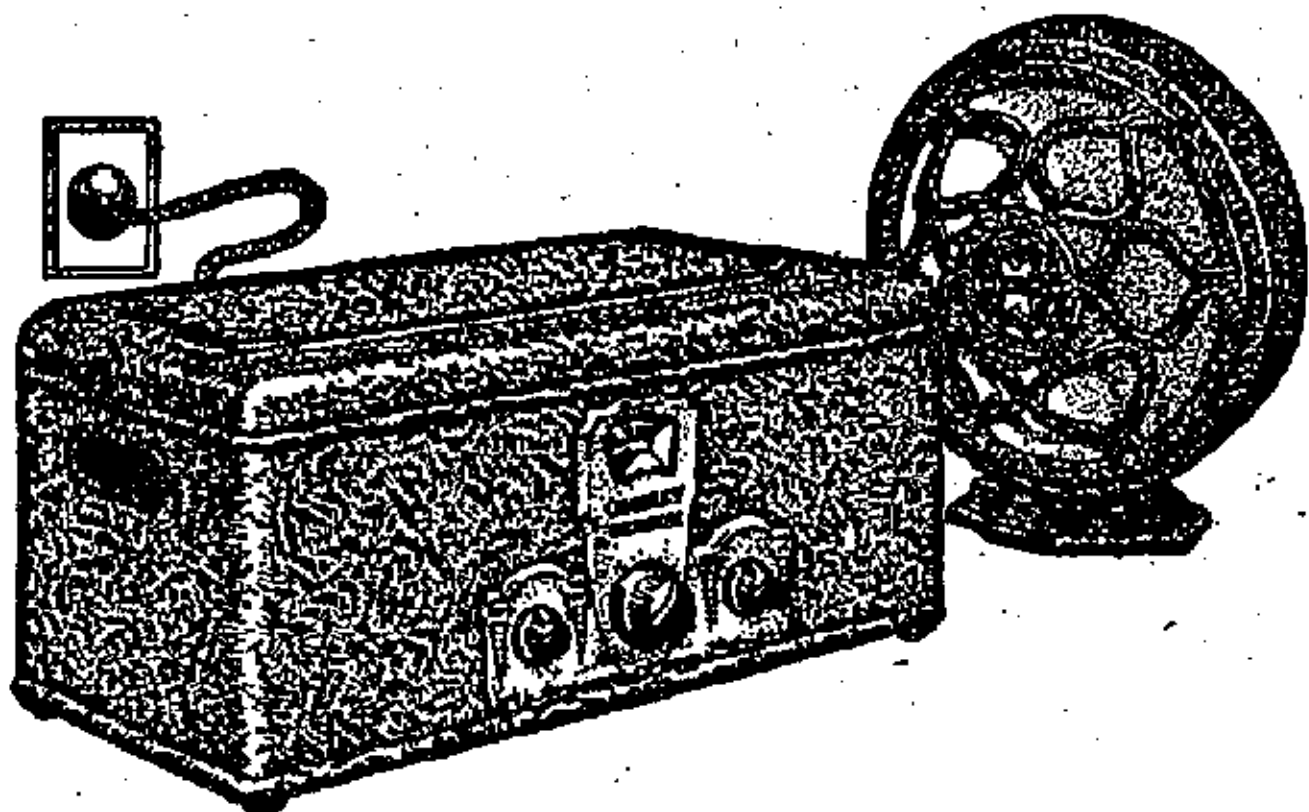
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ALL YOU ENJOY

AT A PRICE YOU ENJOY
PAYING

The great new Studebaker Commander Eight offers everything you enjoy in motoring. The beauty of low, graceful curved lines—glistening chromium plating and distinctive new colour combinations that mark to-morrow's mode. The luxurious riding comfort of new ball bearing spring shackles and hydraulic shock absorbers. Performance of the thoroughbred calibre which has won for Studebaker 11 stock car world records and 23 international records.

A specially designed trunk fitted with three cases is mounted at the rear. The front seat, steering wheel and pedals are adjustable to your preference. Two extra wire wheels are locked in front mudguards. The new Commander is available also in six other body types varying from a convertible cabriolet to a family sedan.

You might easily estimate the cost of this new champion Commander Eight much higher than Studebaker's price—nearly a score of sixes cost more.

GOODS TRANSPORT AND HAULAGE BY ROAD

The strides which have been made during the past 10 years by the mechanically propelled vehicle in the transport and haulage of goods by road are positively astounding, states "The Commercial Motor." There is, of course, not quite the same glamour and public popularity with this class of vehicle as is the case with the passenger type, whether it be the motorbus or coach, but the utility side of transport is really of far vaster proportions and involves the employment of seven to eight times the number of machines.

There are many types of passenger vehicle, but in the conveyance of raw materials, manufactured goods, comestibles, and particularly heavy loads, such as machinery, boilers, and the like, a far greater variety of transport media is necessary. Consider that individual articles may weigh from a few ounces to many tons, loads may have to be delivered as a whole or in comparatively minute sections and they may be very fragile or as tough as steel.

For many years the normal four-wheeled class of vehicle practically held the field, but, comparatively recently, its domination has been seriously challenged by such types as the six-wheeler—and even the eight-wheeler, the tractor-trailer and the tractor hauling a separate trailer. There is no question at present of the four-wheeler disappearing, and, as a matter of fact, in goods transport the variety of goods to be carried is so great that almost every type of vehicle is built to meet some special requirement.

HEAVIER LOADS

One of the most striking tendencies in goods transport by road to-day is that larger loads are being carried on single vehicles. During the period when surplus war-time lorries were being employed the maximum load was rarely greater than six tons. As the new post-war designs were evolved, the petrol-propelled machine was made to carry seven tons without overloading. The steam wagon had a slightly larger capacity.

It is now an everyday occurrence, says "The Commercial Motor," to find burdens of 15 tons being carried by road on internal-combustion-engined chassis of the multi-wheeler type, steam-engined vehicles being capable of the same payload. Increasing use is also made of the industrial tractor for hauling weights of the same magnitude. In all three cases the higher maximum speeds now obtainable make it economically possible to send such consignments of goods by road instead of by rail. Formerly the slow rate of travel permitted to the traction engines then used made business men look to other transport media. Neither was it economical to split, say, 12 tons into two or three lots and employ so many smaller machines. Long-distance haulage of heavy burdens by commercial motors is today recognised as efficient and reliable. The average size of loads is almost bound to grow because the cost per ton-mile decreases as the capacity of the vehicle increases.

HUMBER MOTOR CYCLES.

LANE, CRAWFORD, LTD.
Automobile Dept. C.3183.

BRITISH "MOUNTS"

"SOMETHING ATTEMPTED—
SOMETHING DONE"

The annals of history and fiction contain many instances of the pioneering work successfully carried out in every part of the world by members of the British Race, often in face of tremendous difficulties and against overwhelming odds. Many stirring tales have been woven round the exploits of men like Captain Cook and David Livingstone and the world has time and time again been thrilled in learning of the intrepid manner in which the sons of Britain have won through.

There are some who would believe that with the advent of the later centuries this spirit of adventure no longer exists, but there is not lacking abundant proof to show that this is by no means the case.

"Something attempted, something done" is as descriptive a British motto now as it ever was, and in every avocation there are those who are striking fresh trails and reaching heights of achievement hitherto undreamed of.

In former times the intrepid adventurer set out on a prancing steed, now the no less intrepid pioneer chooses as his "mount" the motor vehicle.

Among the amenities of civilisation Motor Transport has in a comparatively short time become of vital necessity. The value of the motor vehicle as an essential factor to the economic and social life and progress of the world in general is constantly being proved.

Despite almost insuperable obstacles the British-made car, lorry and passenger carrying vehicle has through its sterling qualities secured a foremost place in the motor markets of the world, but perhaps the most convincing proof of the supremacy of British design and workmanship is to be found in the ability of machines to undertake journeys amongst surroundings and under conditions for which no special provision could be made when the vehicles were designed and manufactured.

After all it is a matter for little congratulation for any motor vehicle to give service where adequate roads exist, but the test comes when vehicles designed for ordinary service are required to undertake excursions into areas where formerly no transport facilities existed or where at the best animal transport formed the only means of communication.

It was demonstrated in the War that British vehicles could undertake any difficulties successfully, and could be relied upon to go anywhere in face of whatever obstacles might exist.

No longer can it be urged that British motor vehicles are unsuited for Overseas requirements, in view of the proof from every part of the Empire that ordinary standard British production vehicles can undertake, without any mechanical trouble, journeys that in many cases have never before been attempted.

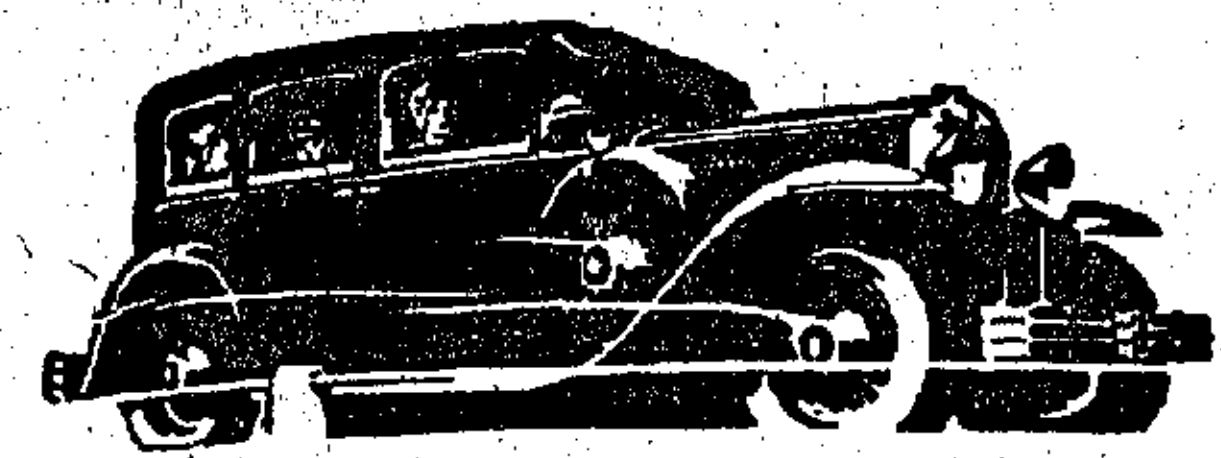
HUPP TRIALS

AN INTERESTING
ACCESSORY

Colonel Simkins, late of the T.A.C., showed an interesting accessory of Great Britain, and gave particulars of speed, fuel consumption, acceleration and braking. The New Century Hupmobile Six with a running weight of 32 cwt, attained 65.9 m.p.h. over the flying kilometre, 17.7 m.p.h. up the test hill from a standing start, ran at 5.4 m.p.h. on top gear over half a mile, maintaining 61.2 m.p.h. for one hour, and accelerated from rest to 44 m.p.h. in 13.9-5 sec. and from 10 m.p.h. to 44 m.p.h. in 16.2-5 sec. The fuel consumption at 20.5 m.p.h. was 23.5 m.p.g., at 40.9 m.p.h. was 17.2 m.p.g., and at 61.1 m.p.h. was 11.1 m.p.g. From a speed of 30 m.p.h. the foot brake stopped the car in 41ft., and both brakes held the car on a gradient of 1 in 4.

A Hupmobile Eight with a running weight of 39 cwt, attained a speed of 75.9 m.p.h. over the kilometre, 19 m.p.h. up the test hill, had a slow-running speed of 3.5 m.p.h., and maintained 69.2 m.p.h. for one hour. Acceleration from rest to 50 m.p.h. took 16.2-5 sec., and from 10 m.p.h. to 50 m.p.h. was 18.2 m.p.g., at 42.7 m.p.h. was 14.1 m.p.g., and 65.6 m.p.h. was 9.4 m.p.g. The foot brake stopped the car from 30 m.p.h. in 37ft., and both brakes held it on 1 in 4.

A similar car gave speed test figures of 74.4 m.p.h. for the kilometre, 19.2 m.p.h. up the test hill, 3.5 m.p.h. for slow running, and 70.4 m.p.h. for one hour. Acceleration figures were 16.9-5 sec. from rest to 50 m.p.h., and 22.1-5 sec. from 10 m.p.h. to 50 m.p.h. The fuel consumption figures were 20.5 m.p.g. at 20.1 m.p.h., 15.4 m.p.g. at 40.7 m.p.h., and 10.3 m.p.g. at 65.4 m.p.h. From 30 m.p.h. the foot brake stopped the car in 39ft., and the hand brake in 104ft.



"Buick getaway, power and speed surpass any car I have ever driven!"

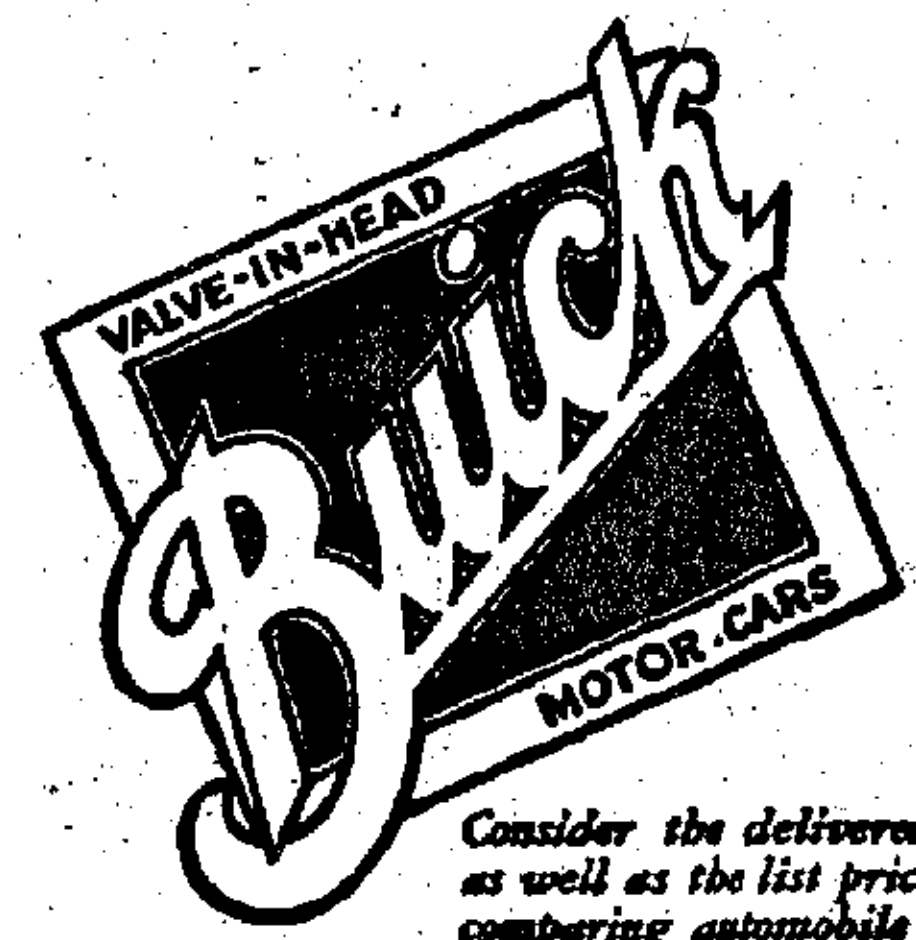
Mr. R. R. R., Brockton, Mass.
(name upon request)

More than 130,000 men and women have proved for themselves the thrilling Buick performance to which this owner testifies . . . and having proved it, have bought the new Buick!

A similar thrill awaits you! Come, take the wheel!

BUICK MOTOR COMPANY, ELINT, MICH., Division of General Motors Corporation

They got behind the wheel, got the facts, and bought BUICKS



Consider the delivered price as well as the list price when comparing automobile values.

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TURBULENCE

MOTORISTS' VAGUE IDEA OF
MEANING

The pseudo-expert is always ready to discuss turbulence with those who know less than himself, but actually there are few motorists who have more than a vague idea of what is meant by the term.

A turbulent engine, broadly speaking, is one wherein the gases, at the time of ignition, are in an agitated, or turbulent, state. This condition can be obtained in a number of ways. When the importance of turbulence was first appreciated, some designers attempted to achieve it by creating obstructions in the induction system, so that the gases were spinning when they reached the combustion chamber. In this they were directly opposed to the stream-line school of thought, which aimed at getting as much gas as possible into the cylinder, irrespective of whether or no it was in the best condition for rapid combustion.

It has been proved time and again that turbulence provides increased power—together with economy—since it allows combustion to be more complete. The most recent way of obtaining it, however, is by the design of the cylinder head, the latest Humber engines providing a good example. In these engines the shape of the combustion chamber is such that as the piston rises, the compressed gas is trapped between the piston and the cylinder head and suddenly impelled into the combustion chamber, so producing the maximum of turbulence just before ignition takes place. The mixture is thus quickly burnt, and there is no tendency towards "pinking" even when the engine is pulling hard at low speeds.

An important factor is the placing of the sparking plug on the exhaust side, so that the flame travels away from the hot-exhaust valve towards the piston, which has commenced the downward stroke, thus allowing more space for the remaining portion of the combustion process to take place. Due to the position of the inlet valve, a stream of cool gas is directed on to the exhaust valve during the suction stroke, thus providing a valuable cooling effect.

It is sometimes thought that for an engine to be fast it must have a "fast" timing, i.e., must take a large amount of advance on the ignition. This, however, does not apply on a modern turbulent engine, for the gases themselves are more readily ignited than those in a non-turbulent engine, and less ignition advance, therefore, is required.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PONTIAC.—Lane, Crawford, Ltd.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
VAUXHALL.—Lane, Crawford, Ltd.
WHIPPET.—Gilman & Co., 4a, Des Voeux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
FAO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET MOTOR TRUCKS.—Gilman & Co., 4a Des Voeux Road C. Tel. C. 290.
WILLYS KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd. Central.

MOTOR CYCLES.

B.S.A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.
NEW HUDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
FISK TYRES.—Gilman & Co., 4a Des Voeux Road C. Tel. C.290.
MILLER ACCESSORIES.—A. Lane & Co., 19, Queen's Rd., C. Tel. C.1219.
MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

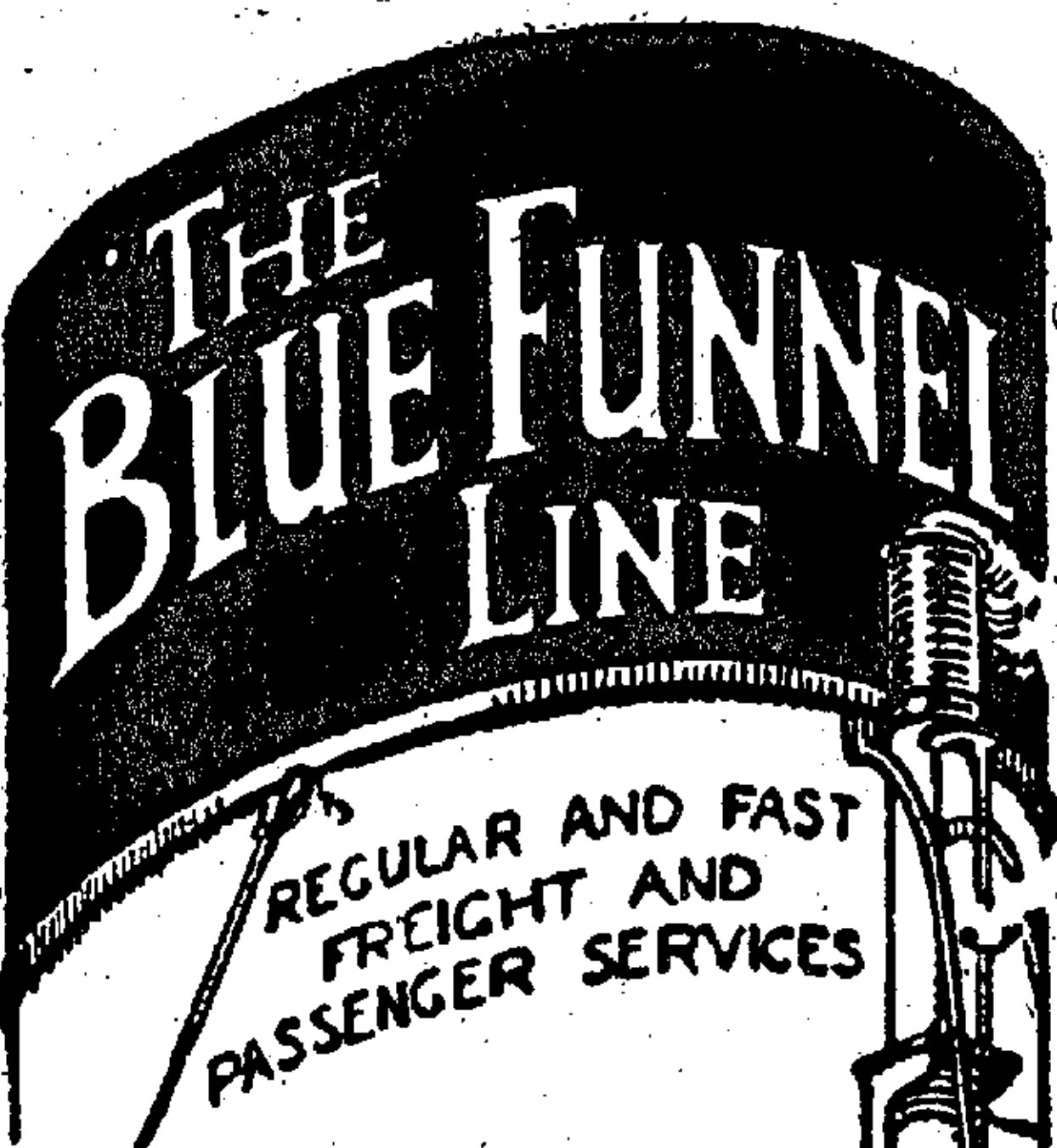
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HONG KONG, THURSDAY, AUGUST 1, 1929.



LONDON SERVICE.

"PATROCLUS" 7th Aug. Marseilles, London & Glasgow
"ACHILLES" 10th Aug. Marseilles, London Rotterdam & Hamburg
"ANTENOR" 14th Sept. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"AGAPENOR" 20th Aug. Tripoli, Genoa, Havre, Liverpool & Glasgow
"PROTEUS" 14th Sept. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

VIA KOBE & YOKOHAMA.
"TYNDAREUS" 24th Aug. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"ADRIAN" 4th Aug. New York, Boston & Baltimore
"PREMIER" 2nd Sept. New York, Boston & Baltimore

INWARD SERVICE.

"MERIONES" Due 3rd Aug. For Shanghai & Hankow
"EURYLOCHUS" Due 9th Aug. For Shanghai, Kobe & Yokohama
"MENEIAUS" Due 16th Aug. For Shanghai, Kobe & Yokohama

PASSENGER SERVICE.

"PATROCLUS" 7th Aug. Singapore, Marseilles & London
"ANTENOR" 14th Sept. Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:—
Butterfield & Swire,
Agents.

POST OFFICE NOTICE.

List of ships expected to be in wireless communication with Hong Kong to-day:—Albion Star, Meikai Maru, Sado Maru, Genzen Maru, Mandarin Maru, Athos, Talma, Talamba, Kashmir, Porthos, Borneo, Hai Ning, Empress of France, Kong So, Tai Hing, President Grant.

INWARD MAILS.

From	Per	
Shanghai and Amoy	THURSDAY, AUGUST 1.	Kanchow
Europe via Suez (Letters & papers)	London	
July 4 & parcels, June 27	FRIDAY, AUGUST 2.	Kashmir
Amoy	Talamba	
Shanghai	Khyber	
U.S.A. (Settled July 13) Canada, Japan & Shanghai	MONDAY, AUGUST 5.	President Lincoln
Manila	President Grant	
Australia and Manila	Tanda	
Shanghai	TUESDAY, AUGUST 6.	Patroclus

OUTWARD MAILS.

For	Per	
THURSDAY, AUGUST 1.		
Macao	Sui An	3.15 p.m.
Shanghai	Glengarry	3.30 p.m.
Amoy	Yingchow	3.30 p.m.
Iloilo	Ninghai	4.30 p.m.
Sam Shui and Wuchow	Koochow	4.30 p.m.
Hohow	Nampeng	5 p.m.
Haiphong	Francis Garnier	5 p.m.
FRIDAY, AUGUST 2.		
Fort Bayard	Tai Pao Sek	1.30 p.m.
Manila, Sandakan, Australia and New Zealand via Thursday Island		
Arafura		
(Due Thursday Island, 17th Aug.)		
Parcels	Aug. 2, noon	
Registration	Aug. 3, 9 a.m.	
Letters	Aug. 3, 10.30 a.m.	
Swatow, Amoy and Foochow	Aug. 3, 1 p.m.	
SATURDAY, AUGUST 3.		
Sandakan	Mausang	1.30 p.m.
Manila	President Lincoln	4.30 p.m.
Straits and Cebu	Talamba	
Parcels	Aug. 13, 5 p.m.	
Letters	Aug. 4, 9 a.m.	
Hiram		5 p.m.
SUNDAY, AUGUST 4.		
Swatow, Amoy and Formosa	Canton Maru	9 a.m.

*Superscribed correspondence only.

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JAPAN SOJOURNER'S EXPERIENCE

"TRANS-SIBERIA"

RAILWAY CLOSED TO THROUGH TRAFFIC

FOREIGNERS HELD UP

That Harbin was not panic-stricken and that there had been no heavy fighting on the Amur is the news conveyed to the "China Mail" by a British resident of Japan who left for Home with the expressed purpose of travelling overland via Siberia. He arrived in Harbin on July 22, and found conditions there quite peaceful beyond the fact that Railway was closed to through traffic and that quite a number of passengers were held up in consequence. He writes as follows:—

"I knew when I started that there was grave trouble afoot but I made up my mind to take a chance and get through. Every kind of wild rumour met me on the route. I was told that there had been heavy fighting on the Amur, Chinese had been driven out of Manchuli and Pogranichnaya, tunnels on the Chinese Eastern Railway filled up with boulders, and Harbin generally panic-stricken."

Dirty Mukden

"As it happens, Harbin is quite normal and nothing has occurred beyond the closing of the railway to through traffic. I passed Mukden yesterday and to all appearances it is just as dirty, dusty, beastly and filthy as it looked when I had the misfortune to spend a couple of days there last spring."

"It is a serious matter to be held up here. I could get on to Manchuli, but that would be no earthly use unless I can get across the frontier to get a Soviet train which will take me through ultimately to Warsaw, Berlin and London. There are some through passengers here who have been held up for a week and many others who have turned back and given up the idea of getting Home via Siberia. I am the last to arrive and complete the little band of stalwarts waiting and hoping against hope."

An Alternative

"Incidentally, I am not going to wait beyond to-morrow night as there is very good prospect of one—and one only—train being let through the frontier to-night. The Soviet Consul-General is clearing out to-morrow and diplomatic representations have been made to the Chinese authorities by the Consular Corps of Harbin to allow passengers held up here to cross into Russian territory with the Soviet Consul-General. 'Once there we shall be all right.'"

"It is the one and only chance and, if it comes off, I shall be the luckiest of all—leaving Japan when it seemed impossible to get through, only being held up one day in Harbin, and then to catch the cast-iron last train before the frontier is finally closed up indefinitely. It sounds too lucky to be true and I am 'touching wood' hard. If I have no luck another fellow and I have decided to go right back to Taurage to-morrow night and catch Saturday's boat from there to Vladivostok. From Vladivostok we should take the northern line via Kharbarovsk and North of the Amur Darya River to Chita, connecting with the trans-Siberian line there."

The King's Head Inn, Leatherhead, partly of sixteenth-century origin, is being demolished.

Henry Ballantine, of Westwood, Egham, an orchid expert, has died, aged 95.

FRAU ZOUBKOFF

BELIEVED TO HAVE SEEN THE EX-KAISER

DOMESTIC INFELICITIES

Bonn, Yesterday.
The ex-Kaiser's sister, Frau Zoubkoff, has left her villa and taken two small rooms in a small hotel in the neighbouring town of Mehlem for herself and one servant. She has commissioned a Cologne art dealer to sell all her furniture at her villa, which is to let.

It is rumoured that recently she interviewed her brother at Doorn, who, it is reported, promised to pay her debts on condition that she separated from Zoubkoff.—Reuter.

BOLS

LIQUEURS.

POLITICAL "TRUCE"

HEAVY TASK BEFORE NEW FRENCH GOVERNMENT

M. BRIAND'S APPEAL

Paris, Yesterday.

M. Briand, in the Chamber, and M. Barthou, in the Senate, read a Ministerial declaration which appeals for a three months' party truce to enable the Government to defend the rights and interests of France at the forthcoming Hague Conference.

"Such a defence constitutes our real raison d'être, and is our sole programme" (it stated). "We need all your confidence to help us to face the heaviest responsibilities which have weighed upon Government since the end of the war."

Vote of Confidence

The Chamber by 325 votes to 136, passed a vote of confidence in the Briand Government. The Socialists and Communists were against the vote. The Radicals abstained but the Right and Centre supported the vote.—Reuter.

	Degrees
Temperature, 10 a.m., to-day	81
Temperature, 4 p.m., yesterday	83
Humidity, 10 a.m., to-day	86
Humidity, 4 p.m., yesterday	84

REPARATIONS

BRITAIN'S REPRESENTATIVES AT HAGUE CONFERENCE

MEETING SOON

London, Yesterday.

Mr. Philip Snowden (Chancellor of the Exchequer) Mr. A. Henderson (Secretary for Foreign Affairs) and Mr. Wm. Graham (President of the Board of Trade) will represent Great Britain at The Hague Reparations' Conference.—Reuter.

RIDER MAINS IN ABEYANCE

"SAFETY FIRST"

CHINESE WATER CONSUMERS URGED TO OBSERVE CAUTION

REPAIR OF LEAKY TAPS

The "China Mail" learns to-day officially that it has been decided to leave the rider main system in abeyance for some time to come as the amount of water actually in storage does not warrant any change from the present supply of 12 hours per day on the lower levels.

The amount in storage to-day is 1,030 million gallons as compared with 1,800 million gallons a year ago, so that Tyantuk must receive considerably more water to justify a greater supply to the community.

It is understood that an official notice is being prepared for the Chinese urging them, in their own interests, to have leaky taps removed or repaired and again cautioning them against waste in connection with the water system in their houses. It is intended to make an official inspection of all taps in the rider main district with the object of minimising waste, but it is essential, of course, that the Chinese consumers should co-operate in this to the best of their ability.

It is of interest to note that the Island is being supplied entirely at present from Pokfulam and Wong-nei-chong. Tyant intermediary began to overflow to-day into Tyantuk, which latter is still only a quarter full. There is thus a long way to go before the margin of safety can be reached justifying the abolition of all the existing restrictions. An official estimate places the immediate requirement at 20 inches more rain for Tyantuk.

THE JAMBOREE

50,000 BOY SCOUTS GATHER AT BIRKENHEAD

ROYAL DUKE PRESENT

London, Yesterday.

Fifty thousand Boy Scouts representing 42 nations and 32 parts of the British Empire, gave a big yell of welcome when the Duke of Connaught arrived at Arrow Park, Birkenhead, to open the International Jamboree to-day.

The weather was cold, chilly and rain fell heavily. Crowds arrived by ferry boats, motor-coaches, and private cars, and some even by air, from early morning, and settled round the great arena, where from the Royal Box the Duke of Connaught in the afternoon gave the signal for the show to begin.

The Duke had previously lunched privately in the camp with the Chief Scout, Sir Robert Baden-Powell.

The "Rally-Call"

The rain ceased and the sun shone when the Duke of Connaught, wearing Scout garb, and General Baden Powell entered the Royal Box, the massed bands of Irish and Scottish pipers playing the National Anthem.

After the Duke had declared the jamboree open, General Baden Powell sounded the scout rally call, on the historic "kudoo" horn which General Baden Powell captured from a Zulu chief in one of the Zulu wars. The immense roar of the scouts, following the rally, electrified the concourse of spectators, who rose and stood bareheaded, as a tribute to an unparalleled ovation. Then began the great "march past."—Reuter.

DISBANDMENT

CHINESE CONFERENCE TO MEET TO-DAY?

ARMIES TO BE DECREASED

Shanghai, Yesterday.

Reports from Nanking confirm the previous belief that Marshal Chiang Kai-shek will recommend the Disbandment Conference to meet at Nanking on August 1, and to reduce the armies in the Northwest, formerly led by General Feng Yu-hsiang, and also those in the South, including the units in Kwangtung and Kwangsi.

The grounds for these recommendations are that the units in the South will not be needed to guard against Russia, even if China had to go to war.—Nan Chung Kuo News Service.

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At 2.30, 5.10, 7.15 & 9.20.

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in a rollicking comedy with a smashing, tearing tornado for its climax!

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With
ERNEST TORRENCE

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